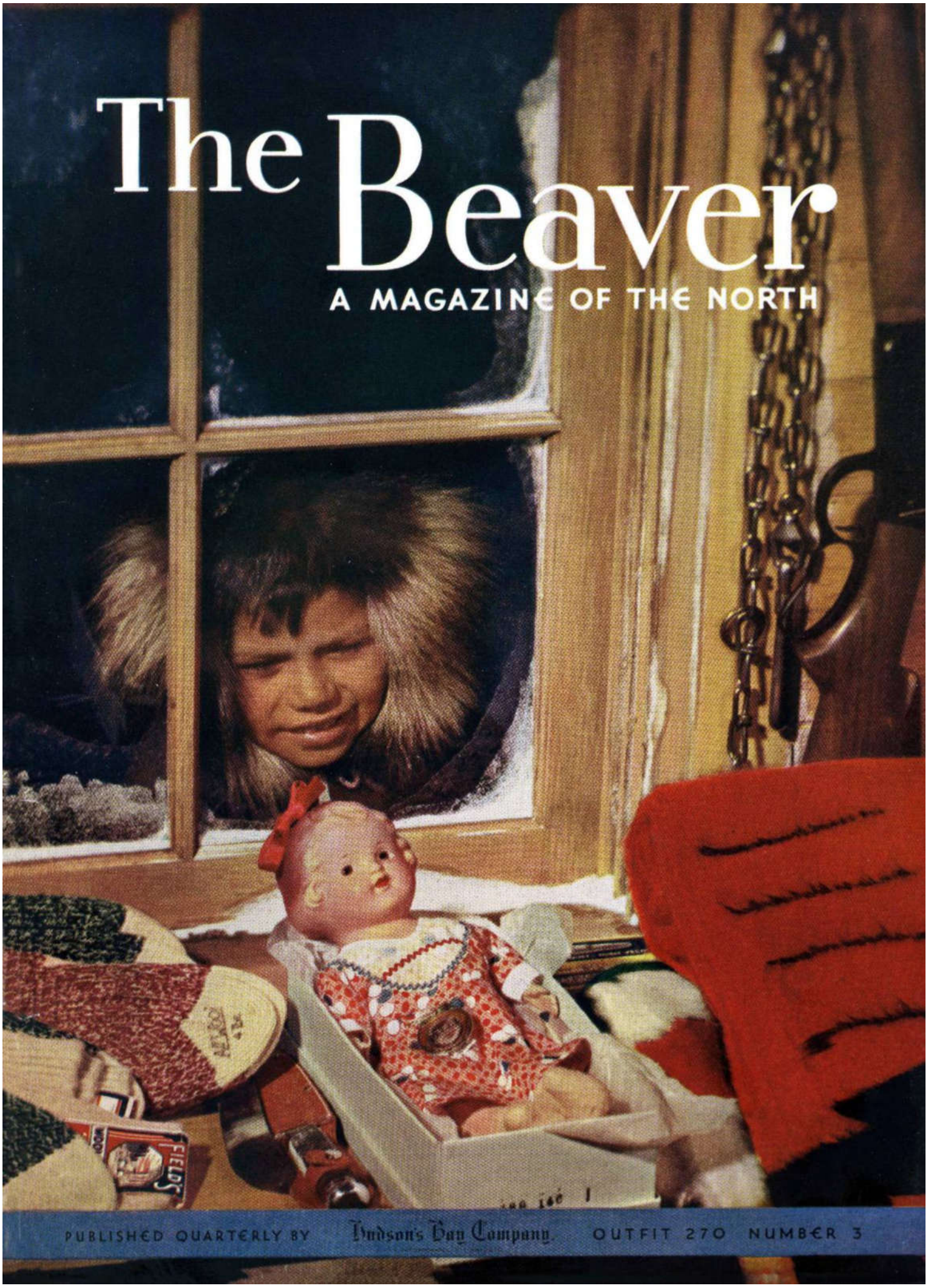

PUBLISHED QUARTERLY BY Hudson's Bay Company OUTFIT 270 NUMBER 3

Governor's Christmas Message

IT is perhaps a vain wish that your Christmas this year may be merry, for no one of us can escape the dislocation and anxiety of war. But, more than ever, I send to you all my warmest greetings with the hope that, for a time at least, you will free your minds from the troubles around you and recreate as far as possible the happiness and gaiety which Christmas should bring us.

One of the chief dangers of war is that it may seriously dislocate our lives and that of the community. Some circumstances must necessarily be changed. But each one of us can determine to carry on his own work and life without unnecessary fuss or worry, and thus make a most valuable contribution to the national effort. In such times as these it is good to remember the old saying: "Apply yourself to the job before you, and don't worry about the one after next."

The great ceremony before Their Majesties the King and Queen in Winnipeg last May should serve to remind us that, often before, the Company has survived unbroken the catastrophe of war and that it is the duty of each one of us to see that it does so again.

Good luck to you all, whether in the fighting forces or carrying on your job in the Company. We shall think of each other often and wish each other well, looking forward to the time when we are all re-united. Meanwhile I wish for each one of you courage and determination in the New Year.

Chancel of All Saints Cathedral, Aklavik. To The Madonna and Child, clothed in ermine, an Eskimo family, R.C.M. Policeman, HBC trader, and Indian, bring their offerings.

The Beaver

DECEMBER 1939

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WINTER PACKET

War and the Company

Once again, the British Empire is at war with the foes of democracy. Fully aware of the frightfulness and appalling destruction of modern warfare, we have chosen to endure them once more, rather than allow the forces of Hitlerism to triumph.

This time, however, we do not arm ourselves in the same spirit as that which actuated us in 1914. Then we still were under some rather inspiring illusions about war. We went into it in the spirit of champions burning to avenge the wrongs of little Belgium, and intent on destroying the Kaiser's hordes sweeping into France. Tales of German atrocities were rife, and though we had no official Hymn of Hate, there was a great deal of truth in the saying that "hell hath no fury like a non-combatant."

When it was all over, we travelled much more extensively in Germany than we had before, and we came to know its people as average human beings generally indistinguishable—in everything except tongue—from ourselves. And we thought it strange, to say the least, that our main purpose a few years back had been to wipe out as many of these pleasant, intelligent people as possible.

We go into this war remembering that, despite the rise of Hitler and his aides, the great majority of Germans are just as likeable as they ever were. It is not them we wish to destroy, but the power of their leaders who have forced them into a war against their own wills. We can only hope that this power will be crushed with the least possible loss of life and property on both sides.

To this old Company, a state of war is, unfortunately, nothing new. We survived the War of the Grand Alliance, in which all our posts were at one time or another captured by the French; the War of the Spanish Succession, ending in the Treaty of Utrecht in 1713; the Seven Years' War which left Canada in British hands; the War of the American Revolution; the Napoleonic Wars in which we suffered so much that the Committee was seriously considering abandoning the fur trade; the War of 1812; the Crimean War; the Boer War; and the Great War of 1914-18.

In the latter, the Company acted as overseas purchasing agents for the French Government, transported over eighteen million tons of goods, and at one period had under its management no less than a million tons of shipping. From the service of the Company, 525 men joined the fighting services, and 81 did not return.

This time, we are again taking our part. Many of our men have left to join the colours, both in Canada and Britain, and the Governor himself has been appointed Director-General of Finance at the Ministry of Supply.

We are not looking forward with any eagerness to the task in hand. It is a grim job that has to be done. But we are steadfastly looking forward to its completion, when nations, large and small, may no longer live in dread of all that Hitler symbolizes.

Cathedral of the North

On pages 3 and 56 of this issue are photographs taken in the Cathedral Church of All Saints at Aklavik, consecrated on June 29 by the Most Reverend Derwyn T. Owen, Archbishop of Toronto and Primate of All Canada.

The unique altarpiece, "Epiphany in the Snows," is an oil painting presented by the artist, Miss Violet Teague of Melbourne, Australia, and has been on view in Canada House, London. Governor Cooper has presented his personal banner, bearing the Company's coat-of-arms, which will be hung in the cathedral on a staff surmounted by a gold beaver. The flag was dedicated by the Bishop of the Arctic at a special ceremony in St. Paul's Church, Toronto, on November 5. It will hang there until sent up to Aklavik next summer.

The congregation of the cathedral is largely composed of Eskimos and Loucheux Indians, bitter enemies in former days, but now at peace. Two of the four churchwardens are chosen from one race, two from the other, and services are held in both languages. These native parishioners have been liberal in their donations to the new church. The hangings, gift of the Loucheux, are of moose hide and caribou skin, dressed by the native process and embroidered with their ancient form of decoration, dyed porcupine quillwork. At the consecration service, four fifths of the thankoffering of over seven hundred dollars was given in the form of skins.

A picturesque touch is the verger's wand, made of the tusk of a narwhal by an Eskimo in Baffin Island.

Colin Robertson

Owing to the war, publication of Colin Robertson's Correspondence Book, 1817-22, by the Hudson's Bay Record Society, has been delayed. We had hoped to run a review of it in this issue (in fact, the review has already been written from page proof). But, as the date of the book's appearance is indefinite, we will have to postpone our comment on it until the March issue.

We might mention, however, that this second volume of the society's publications throws a startling new light on the relative importance of George Simpson's and Robertson's roles in Company affairs just previous to the Union. The letters form a series which Robertson put together in 1837, to support his claims on the Hudson's Bay Company. Most of them are addressed to George Moffatt, ex-Northwester of Montreal; many others to Peter Irving, brother of Washington Irving, in Liverpool.

E. E. Rich, general editor of the society's publications, has written an illuminating and comprehensive introduction, and at the end of the volume there are several pages of valuable biographical notes.

Popularity Contest

Checking up on their magazine list, Trans-Canada Airlines recently asked twenty-two stewardesses to report on those in greatest demand among their passengers. Twenty-one of these charming girls reported that the most popular magazine of all—*Esquire* and *Life* included—was *The Beaver*.

Farthest North P.O.

Any philatelist who receives a letter postmarked "Craig Harbour, N.W.T." considers himself a cut above his fellow collectors. Because Craig Harbour on Ellesmere Island, 960 miles from the North Pole, is the most northerly post office in the world. Every year the *Nascopie* carries several bags full of mail to be posted there and returned to their senders. (We've often wondered what a philatelist says when he writes himself a letter.)

This year, *The Farmer-Stockman*, Oklahoma City, in the July 1 issue announced that its associate editor, Francis Flood, would send postcards from Craig Harbour to anyone sufficiently interested to forward a name and address and three cents. Mr. Flood anticipated that there would be two or three hundred replies. Instead he carried north on the *Nascopie* one large suitcase containing 6,400 postcards to be mailed there. The response came from forty-one states of the Union, Alaska and Hawaii, and from Venezuela, Scotland, and Mexico. One old lady enclosed fifty cents and asked that a small stone from the Arctic be sent to her. Another sent money for a shoe from the Arctic—she was a collector of shoes. Still another collected lead pencils from far-away places.

Even *The Beaver* joined in the fun this year, and in due course received a nice letter from Mr. Anderson, Ungava District manager, written on board the *Nascopie* and posted on August 22. The envelope is now in the Historical Exhibit collection.

As the entire population of Craig Harbour consists of two Mounted Police and two childless Eskimo couples, the regular mail is not heavy. The ship does not stop very long there, and it is often necessary to enlist the aid of helpers to stamp the mail for the stamp collectors. The post office is housed in the R.C.M.P. building, which carries a regular blue and white Post Office sign, and the corporal in charge is postmaster. The *Nascopie* also carries a postmaster, who is a member of the Dominion Government's Eastern Arctic Patrol.

Appointment

Just as we were going to press, the Governor announced that Lieutenant-Colonel Hugh Farquharson Osler, of Winnipeg, had been appointed a member of the Company's Canadian Committee, to fill the vacancy caused by the death of James A. Richardson.

Colonel Osler is president of Osler, Hammond & Nanton, Limited, financial and general insurance agents. Four other members of the committee are residents of Winnipeg; the other two are Montrealers.

Action! Camera!

The high pictorial value of photographs contributed to *The Beaver* has been praised by innumerable subscribers. In fact, any time the editorial staff feels really low, it has only to read the "Beaver Comments" file to be up once more on top of the world.

Pictorial value, however, isn't everything in the case of a Magazine of the North. The North is a place where people do things rather than sit around and look decorative. But do the photographers realize this? We sometimes doubt it. In our files are thousands of photographs illustrating this Company's far-flung activities. We have hundreds showing Hudson's Bay Company men, Indians, and Eskimos, sitting or standing, full length or close up, and some of them excellent ones. But when we look for any pictures of those active men of the North really doing things, we often draw a blank.

We tried to find a picture of breathing-hole sealing to illustrate a point in Mr. Gibson's Eskimo story. But not one could we discover. We wrote to Ottawa. Even they didn't have one. It was all the more refreshing, then, to come across recently the striking action photos taken by the Vicomte de Poncins, who spent the past year in the Central Arctic. Moreover, he brought with him some undeveloped films from Mr. Gibson, and they proved to contain some lively shots of Eskimos spearing fish in a weir, and building snow-houses.

These pictures, together with some of the Vicomte's, we hope to publish in the next issue. With Richard Finnie's Mackenzie area photos, and S. J. Stewart's sequence of a white-whale drive, the March number should make a fine pictorial record of how they do things in the North.

Contributors

To this issue, *The Beaver* welcomes back several of its most valued contributors.

Lorene Squire, whose fine photographs have graced our pages a number of times before, and who is recognized as one of the foremost wildlife photographers on the continent, contributes some of the pictures she has brought back from the Rupert's House beaver preserve. . . . Captain Burt Gresham, who writes about the little fur-bearer that is emblematic of Canada and the Company, will be remembered as the author of "Flight of the Blue Goose." . . . Chief Trader William Gibson writes of the vanished Eskimos who inhabited that part of the Arctic he knows so well. He sent the article and some of the pictures down by Company 'plane this fall from King William Island, but since then has moved north to Fort Ross on Bellot Strait, where this *Beaver* will be delivered to him.

Judge Howay, author of "Building the Big Canoes," is the British Columbia member of the Historic Sites and Monuments Board of Canada. His article on the brigade trails of B.C. appeared in the June 1938 issue. . . . S. G. L. Horner, radio technician for the Fur Trade, who spent last summer installing several stations in Northern B.C., tells of the important part played by the radio in northern life. . . . Mary Weekes of Regina records another of Chief Trader King's experiences when the West was young. . . . J. W. Anderson, manager of Ungava District, recalls the building of the first Eastern Arctic post, thirty years ago. . . .

Behold . . . the Beaver!

Pictures by Lorene Squire
Story by Burt Gresham

CANADA'S best known animal, without a shadow of doubt, is the beaver. Its facsimile appears on our coins and postage stamps and nationally the beaver is recognized as a symbol of industry and patience. Now that Canada is at war, thousands of her soldiers will wear badges that carry, on some part or other, a tiny metal beaver, symbolical of the Dominion.

That the beaver founded the fur trade in Canada is generally accepted as a fact, but beaver also had an important part, not so well recognized, in making farming possible. Beaver meadows, rich with alluvial soil formed the beginning of many a prosperous farming community. Trappers searching for beaver opened up vast areas for settlement by those to whom the call of the frontier had an irresistible lure.

These remarkable studies of beaver in their natural haunts were taken for "The Beaver" by Lorene Squire in the H B C sanctuaries. Each one, she says, required more patience than a hundred wildfowl pictures—but in spite of that, she prefers beaver.

Poplar is one of his chief foods.

Left: First year beaver, Charlton Island Sanctuary.

"Danger!" With a loud report, the beaver smacks the surface of the pond with his tail and dives for the under-water entrance to his house on the right.

The early history of Canada is replete with allusions to the beaver. The Indians had many traditions and legends concerning the animals and many of these connected the beaver in one way or another with the creation of the world. Perhaps it was for this reason that beaver skins had a special symbolic significance among the Indians, which far outweighed the intrinsic value of the skins themselves. Thus the Jesuits mention that when disputes between tribes were adjusted, beaver skins were exchanged as tokens of renewed friendship.

As tokens of fealty, two black beaver were chosen by Charles II to be paid by the Hudson's Bay Company whenever he or his heirs visited Rupert's Land —as witness the ceremony this year at Fort Garry Gate. And "four beavers, sable" were designated for the Company's escutcheon as symbols of the fur trade.

Before wholesale trapping brought the beaver to the borderline of extinction, they were found over almost the entire North American continent, from Alaska to the Rio Grande. A map prepared by the United States Biological Survey shows that beaver were originally found from the Arctic limits of deciduous trees south to northern Mexico, with the exception of the desert areas of Southern California and some parts of Utah and Nevada and most of Florida, Georgia and the Carolinas.

So well known and widespread was the beaver that it is not surprising to find that the word "beaver," either alone or in combinations such as Beaver Dam or Beaver Creek had supplied place names for more than one hundred and forty localities in Canada and the United States.

Scientists have separated the beaver family into some fourteen geographic races or subspecies, but to the layman all beaver are, broadly speaking, the same, varying only in size, color and proportions. The typical beaver is about 43 inches in length, including his 12- to 14-inch tail and weighs somewhere between 30 to 65 pounds when full grown. There are records, however, of old fat beavers which tipped the scales at 100 pounds, but these are exceptional.

Everyone knows that beavers build dams to create ponds in which they may build their familiar lodges of sticks and mud. That they also build roadways and canals to facilitate their gathering in a supply of food for the winter is less well known, except to those who have studied them.

Because of his man-like engineering feats, the beaver has long been popularly credited with sagacity and skill that would enhance the reputation of any graduate engineer. His family life has been held up as a model. His cunning skill in undertaking monumental projects has been extolled in print and in folklore. As the supply of beaver on the American continent dwindled, so beaver stories grew in size. It seemed the less beaver there were, the greater the achievements of those that were left.

Among the preposterous things that the beaver were supposed to be able to do at will (and which they cannot and never could) was to be able to "suck the air" from wood to make it sink. They have not the ability to drop trees exactly where they want them to fall; neither can they foretell the severity of the coming winter. Trappers' tales to the contrary, beaver do not swim around with sticks in their mouths springing traps set for them. Still further, beaver do not sleep with their tails in the water so that they may readily detect a break in the dam when the water drops.

"Busy as a beaver" has come to mean the epitome of industry, but alas for veracity, the beaver is not a busy animal. For one thing, he leads a well ordered existence, choosing his home location with considerable forethought so that he is not far from an ample supply of food. He labors when it is necessary, but he gets along with a minimum of toil. H. U. Green, with whom I spent delightful days in beaver study while he was preparing his masterly commentary on the beaver of the Riding Mountain, is the authority for the statement that "the time spent in actual labor by an average beaver family with a pond and domicile already made, does not exceed, apart from the daily gathering of summer food, more than four weeks in the aggregate in any one year."

Such a statement is easy to believe. Anyone who has lain silently beside the beaver ponds, on the river or creek banks where they have made their homes, watching with field glasses, knows how the beaver enjoys swimming aimlessly about the pond, and of the elaborate grooming he continually gives his sleek fur, while seated in some secure and sunny nook.

One true story about beaver, which I have never seen in print, except in the pages of a scientific tome, is that of the giant beaver which lived in North America in prehistoric times. These beaver surely would have been a prize for the fur traders for the animal was between eight and nine feet in length and by calculation, eight times larger than the biggest of present day beaver! This is sober fact.

Young beaver at home.

Beaver swimming. As the left hindfoot finishes the stroke, the right one comes forward.

Cause and effect. A beaver waddles among the stumps of trees he has cut down.

A beaver by the river's brim—

Kittens on a house-top.

Numerous specimens have been found and an exceptionally complete skeleton may be seen at Earlham College, Richmond, Indiana.

These huge beaver, the pelt from one of which would have made a good sized beaver coat, lived in the region from New York to the Great Plains and from Florida to Minnesota. I do not know that a skeleton has ever been found in Canada, but there is one record at least of a partial skeleton being found in the Yukon. What was supposed to have been the house of a giant beaver was found in Ohio in 1889. But the prehistoric beaver was probably short on brains, for he perished—a victim of his changing environment after the ice age passed. The beaver of to-day—smaller in size but more intelligent—survived, despite the terrific inroads made by the demands of the fur trade.

In his own right the present day beaver is wonderful enough to make the tall tales superfluous. In his ears and nose are valves which he can close while under water. His wood-cutting tools are four long incisor teeth and nature has seen to it that they are excellently adapted for this purpose. The front sides of these teeth are composed of a thin layer of extremely hard enamel, backed up by a thick layer of softish dentine. As the tooth is used, the dentine being softer, wears away faster than the enamel, leaving it as sharp as a chisel edge. These teeth keep growing during the animal's entire lifetime, so that in the ordinary course of events, beavers have a set of self-sharpening chisels from early kittenhood to death.

Much has been written of the virtual extermination of beaver by trapping. To understand just what this means we must first understand how common beaver were in many parts of the continent within the past hundred years. For instance, we might study a narrative of James O. Pattie, who tells of trapping four hundred and fifty beaver from December 1824 to March 1825 in Arizona. In one night, with forty traps, his party captured thirty-six beaver and he records the fact that catches of sixty a day were sometimes made.

Those were the days when fur traders put seventy or eighty beaver pelts in a hundred pound bale and sold them for $3.00 to $4.00 a pound at St. Louis. Often the skins were bought from the Indians for a few cents in trade goods. Alexander Ross, a member of the J. J. Astor expedition which founded Astoria in the early nineteenth century, tells of buying one hundred and ten skins at Fort Kamloops for five leaves of tobacco per skin. But he made a better bargain, when he got twenty prime beaver pelts from the chief for his last remaining yard of white cotton.

In those days, beaver was of such importance that the beaver pelt was literally the currency of the fur trade. Other furs and articles of merchandise were valued at so many beaver pelts and it followed as a matter of course that eventually, "made-beaver" tokens were used in trading. By the middle of the nineteenth century, trade in beaver pelts reached staggering figures, and between 1853 and 1877 the Hudson's Bay Company sold 2,965,389 skins on the London market. In the year of 1867 alone, the Company sold 172,042 pelts at London, to set what is probably the maximum sales record.

Knowledge that the beaver was facing extermination is widespread. Less well known is the fact that the beaver during the past few years, have been making a steadily increasing comeback in many places on this continent and that at the present time many agencies are actively at work in an attempt to restore the beaver to its former numbers. Actuated by almost as many motives as there are projects, these agencies, governmental, conservation and commercial and sporting interests, are united in the work of making ten beaver grow where none or very few were known before. Viewed en masse, these efforts are meeting with a success that is spectacular.

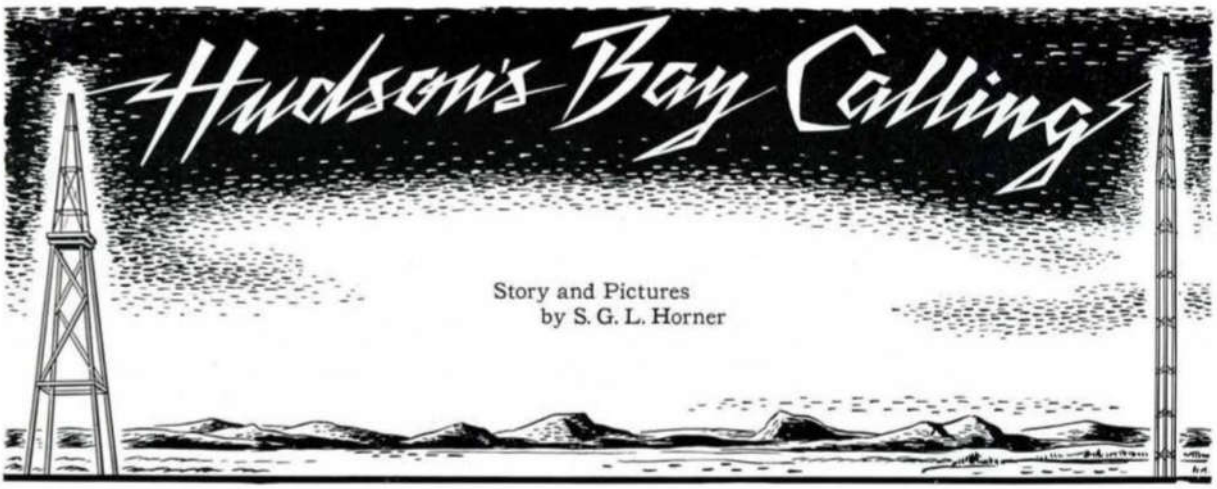
The earliest known beaver preserve in Canada was established just a century ago by Chief Trader Robert Miles, on Charlton island in James bay, and was operated by the Company until the early years of this century. Then the country was opened up, the Company lost its control over the sanctuary, and the beaver were killed off. But in 1933, the preserve was re-established. The Dominion Government co-operated with the Company and several pairs of beaver were brought from Ontario and liberated there.

The Charlton Island sanctuary, however, is small compared to the Rupert's House preserve. In 1933, under lease from the Province of Quebec, the Company secured seven thousand square miles, lying between Rupert's river and Eastmain river and extending eastward to the 76th meridian, for a fifteen year period. The first survey indicated that there were thirty-eight lodges containing one hundred and sixty-two beaver on the sanctuary. With Indians from the Rupert's House area serving as game wardens to protect these animals, the work of restoration went quietly forward, unheralded by any fanfare of publicity. By 1938, the beaver population had grown to three thousand two hundred and ninety-six, typifying the success of well-planned conservation efforts. In addition to securing the increase of beaver, the project will ultimately serve to bring a large measure of self support to the Indians of the district, who are now being looked after by the Company.

A year ago last August, Hon. T. A. Crerar, Minister of Natural Resources, announced that through the co-operation of Dominion and Provincial authorities, a further area of thirteen thousand square miles adjoining the Hudson's Bay Company Rupert's House sanctuary had been set aside as a beaver sanctuary. The sanctuary thus created, it is estimated, will eventually be of direct benefit to a large number of Indians, who will be allowed to harvest the crop of pelts under supervision when the beaver increase to more than four thousand.

This expected increase is not a wild guess. On a smaller scale, at Interstate Park on Bear Mountain within forty miles of New York City, beaver have increased a hundred-fold in eighteen years of protection. More than sixty colonies have been established and the beaver families have spread over an area of a thirty-mile radius.

Out in Idaho, the United States Government has put beaver to work on PWA and CCC projects. The plan calls for the liberation of five hundred beaver on small streams where it is expected the furry engineers will set up housekeeping activities under the benevolent eyes of Uncle Sam. Uncle Sam hopes that the resultant ponds will check erosion in the state and will create hundreds of water storage basins. Concurrently with the increase in beaver, say the experts, will come additional wild fowl and wild life resources, all of which are now being carefully measured by the sportsmen of the United States.



Story and Pictures
by S. G. L. Horner

THE story of the initiation of a modern communication system into the Fur Trade is, in comparison with the age and history of the Company, a mere nothing; and yet it has a glamour and appeal that grips the imagination, because of the manner in which it brings the most northerly post of the Company literally within speaking distance of Hudson's Bay House in Winnipeg.

Since the summer of 1936, when the first five experimental stations of the system came on the air, the Fur Trade's radio program has been one of progress, so that today there are very few really isolated posts. This new method of communication has resulted in great benefits to the staff morale, to the Fur Trade's business, to weather forecasters, air pilots, and many others whose business takes them to Canada's great north country.

The fifty-four Company radio stations now cover an area stretching from McDames Creek in northern British Columbia to Nain on the Labrador coast, 2400 miles away, and from Arctic Bay on the northern end of Baffin Island to Little Grand Rapids in southern Manitoba, and Mistassinny in the heart of Quebec. If one could drop in at any of the Company's radio-equipped posts, one would find that these posts—many of them isolated for a year on end as far as receiving regular mail is concerned—keep in touch with Hudson's Bay House, Winnipeg, and their friends and relatives throughout Canada and the rest of the world, almost as easily as one does in the city, where there is telephone and mail service. This surprising new development is due to the growing-up of the Fur Trade's Private Commercial radio system, the earlier stages of which were described in the June 1938 issue of *The Beaver*.

Radio, as we know it, has been such a blessing to these lonely posts, that the Company is arranging for every one of the 225 posts to have a first-class long and short wave radio. In fact, practically every post now has such a radio and can get programs fairly regularly from radio stations on this continent, as well as from some of those in Europe. News broadcasts are particularly popular. Consider for a moment what it would mean to you if you could not get a daily, weekly, or monthly publication, nor could you get a newscast; transport yourself two thousand miles beyond civilization, and you get some idea of what radio in any form can mean in the North.

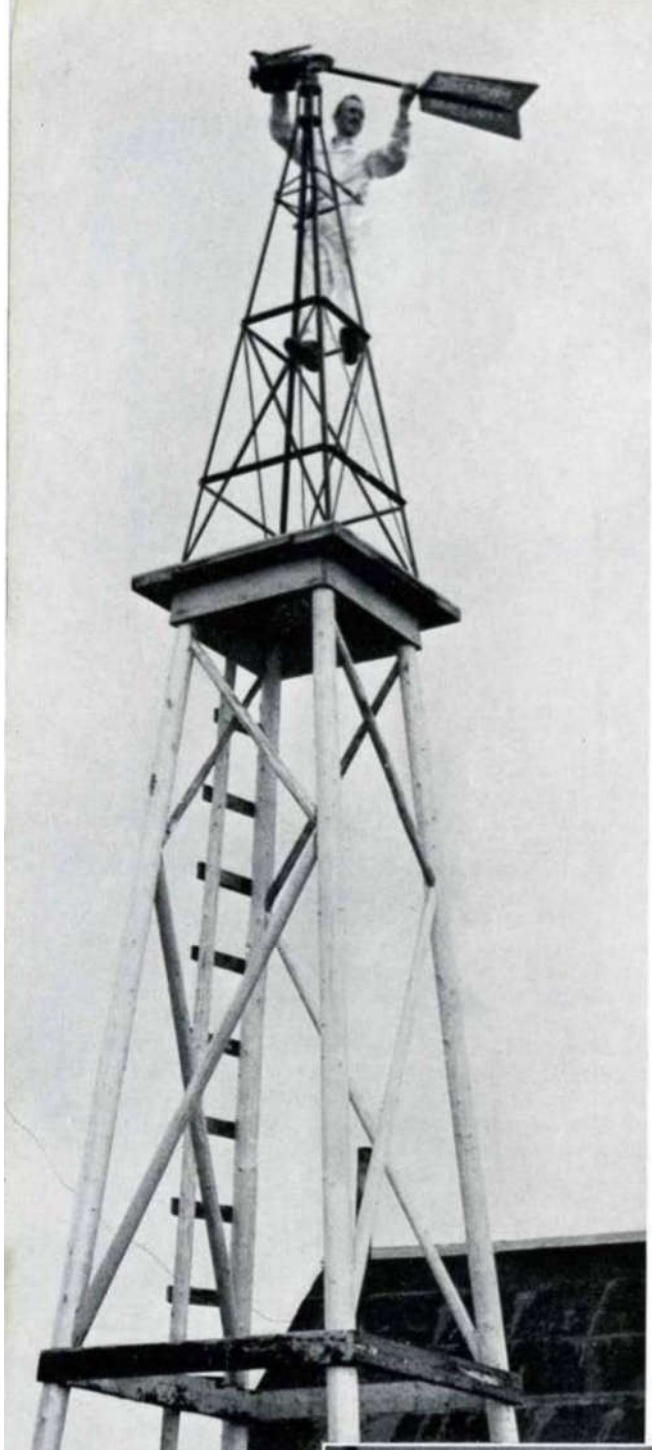
The war gives us one striking example. Today the posts are as familiar with conditions in Europe as we are here. Contrast that with the situation in the last Great War, when it was not until the Company's supply boat made its trip in September, 1915, that some of the posts were informed that a world war had been in progress for over a year.

Important as are the radio sets and their uses, still more important is the growing chain of Private Commercial radio stations operated by the Company in the North, and through which two-way communication is now possible with posts that formerly were completely isolated, except for the brief annual visit of the Company's supply boats. Let's sit in with the men at one or two of the posts which are typical of the Fur Trade Private Commercial radio system and see how these stations are used both for business and pleasure.

But before doing so, a few words about the technical end of this broadcast receiving and two-way short wave communication might make it even more interesting.

We are accustomed to just plugging in our radio to some electrical outlet in our homes. It is not so simple in the North. All radios there are battery operated and batteries have to be supplied to the posts each year. The men check and guard these radios and batteries as carefully as you would your most prized possession, because in most instances they supply the only news and entertainment contact with the outside world.

In the small two-way Private Commercial radio stations power is doubly important. You are accustomed to hearing broadcast radio station owners speak with pride of their 1000-watt and 5000-watt stations, and of the Canadian Broadcasting Corporation mentioning their lately installed 50,000-watt stations across Canada. Yet, although our little Private Commercial radio stations operate on a power of twelve watts, in their own way their function is just as essential as is that of their big brothers.

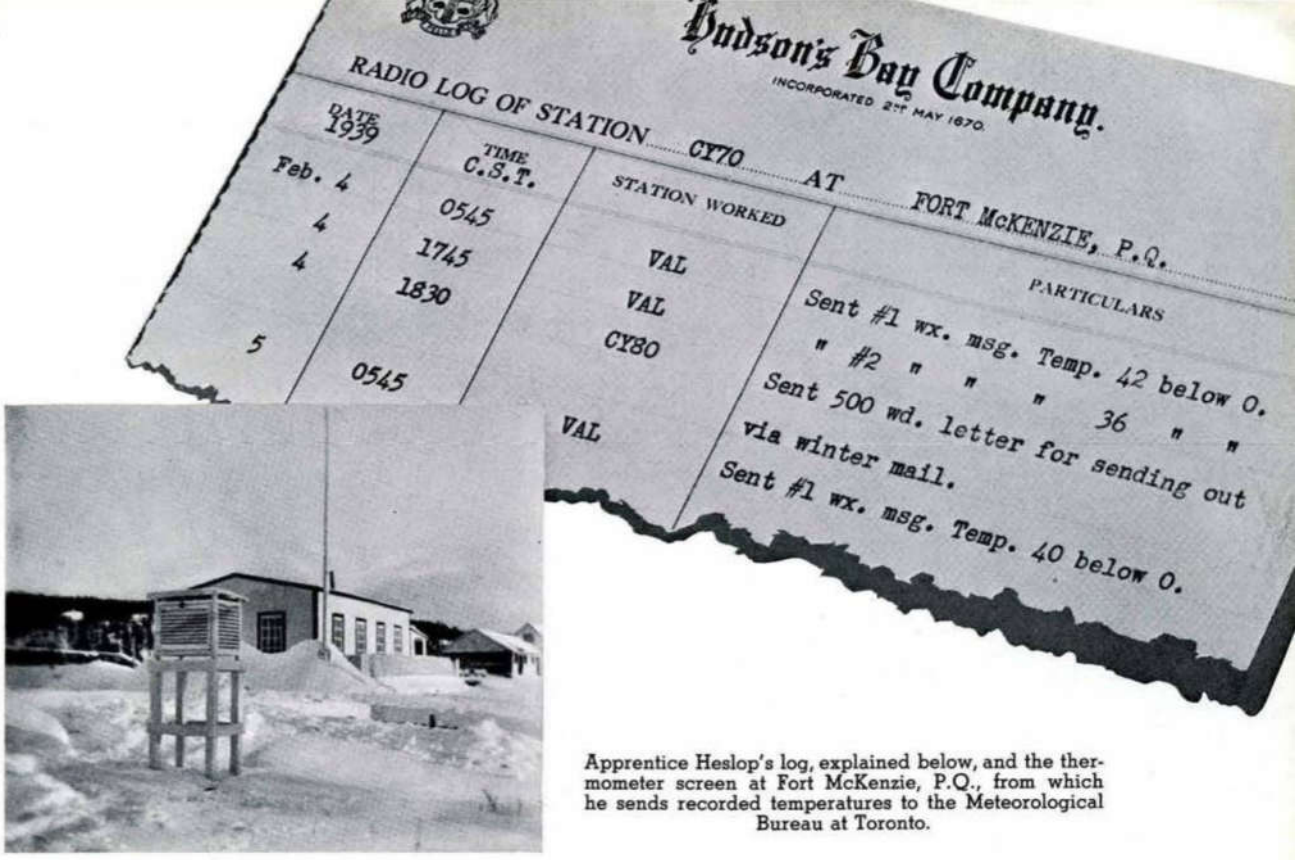


Here again, no power lines are available. But, thanks to the ingenuity of two young men in Iowa, it is possible by means of windchargers to utilize the wind to generate a small amount of electric power, generally at output voltages of six and twelve volts. This power, small though it may be, is sufficient to charge storage batteries which operate successfully one of these "baby" radio stations, giving it enough output to get in touch with many of the nearer posts similarly equipped, and when radio conditions are favourable to reach all such posts throughout Canada and the Labrador Peninsula.

The distances involved range from one hundred miles to two thousand miles. In many cases the power would not be sufficient to carry voice transmissions the required distance, but it is sufficient to carry Morse Code (commonly called "C.W.") transmissions sent out by the men at the posts. Since wind has to be depended upon to drive the generators for charging the batteries of these stations, difficulties arise if there are long spells of calm weather. In one or two localities where it is essential that the stations be always able to go on the air, a stand-by gasoline engine has been installed, but with gasoline more than a dollar a gallon when it reaches these northern posts, and the supply definitely limited, it is readily understood why every attempt is made to use windchargers.

Now let's take an average evening in the life of Grahame Sturrock at Bathurst Inlet post, above the Arctic Circle. He starts up his transmitter and receiver at 7 p.m. Mountain Standard time—his official radio log is kept on the twenty-four hour dial principle—and, with about ten to twelve watts radiating from his aerial, he calls the Government radio station at Coppermine, 180 miles to the west. The operator there answers him and sends him one message from his district office in Edmonton. Then, listening around on the Fur Trade Private Commercial frequency, he hears Perry River post, 180 miles to the east, passing on the day's news and local gossip to the Cambridge Bay post on Victoria Island. As soon as they get through he calls—at 7.30 p.m. as shown by his radio log—and works the Perry River post, passing on the local news about himself, the natives, or the hunt in his part of the country. Then, as he hears the Padley post, 500 miles to the southeast, call the Great Whale

Left: The author adjusts the windcharger at Liard Lower Fort, B.C. Below: He checks the unloading of radio equipment at Fort Ware on Finlay river. A few hours later, it was put into urgent service.



Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

RADIO LOG OF STATION CY70 AT FORT McKENZIE, P.Q.

DATE 1939	TIME C.S.T.	STATION WORKED	PARTICULARS
Feb. 4	0545	VAL	Sent #1 wx. msg. Temp. 42 below 0.
4	1745	VAL	" #2 " " " 36 " "
4	1830	CY80	Sent 500 wd. letter for sending out via winter mail.
5	0545	VAL	Sent #1 wx. msg. Temp. 40 below 0.

Apprentice Heslop's log, explained below, and the thermometer screen at Fort McKenzie, P.Q., from which he sends recorded temperatures to the Meteorological Bureau at Toronto.

River, P.Q., post, on the east coast of Hudson Bay, he signs off with Perry River and listens to whatever news or information is being passed on the short waves between Padley and Great Whale River. Then, being in a talkative mood, Apprentice Sturrock calls Padley and has a chat with the post manager there. It is 9.30 when he signs off with Padley after having spent two and a half hours chatting with his friends. He shuts down his radio station and "so to bed," not feeling in the least isolated even though he is nearly one thousand miles north of civilization.

Now we'll jump 1,500 miles to the east and a little south to the Company's Fort McKenzie, P.Q., post, Here the Company not only operates a Private Commercial radio station at the post, but runs a weather observing station for the Meteorological Division, Department of Transport. J. Heslop, the apprentice, is an early riser, for we see by his radio log that at the hour of 5.45 a.m. on February 4 (an average day at the post) he sent his daily weather message to the Government radio station at Port Harrison, P.Q.

From there the message goes to the Meteorological Bureau in Toronto and is used with hundreds of others from all over Canada and the U.S.A. to make up the daily forecasts so necessary for the many air services now in operation. How little the average person realizes the importance of these forecasts, obtainable only through the co-operation of many people like our apprentice clerk, J. Heslop, who gets up from his warm bed to take these vital observations even though the thermometer frequently registers forty-two degrees below zero. The lowest recorded at this post during the winter of 1938-39 was fifty-two degrees below zero, but posts in the Western Arctic show readings as low as seventy-nine degrees below zero. From his radio log we see that Apprentice Heslop sent his second weather message of the day at 5.45 p.m. This goes on daily without a hitch except when radio conditions are unfavourable.

Later in the evening we see that even though he is eight hundred miles north of his home in Montreal, and only receives mail from there once a year in July, Apprentice Heslop still can sit down and write a letter to his parents which they will get in the early spring. How is this modern miracle accomplished? The entry in his radio log gives us the answer. At 6.30 p.m. he contacts Great Whale River, P.Q., one of the fifty-four Company posts fitted with short wave radio, and taps out in code a five-hundred word letter to his parents which is taken down by the operator at Great Whale River. He probably takes thirty to forty-five minutes to send this message, but what of that? He can't go out to a movie anyhow, so has lots of time on his hands. The apprentice at Great Whale River is only too glad to assist in this way; in another year he may be located in a post where he will want to use this method of "writing" the folks back home. From this post the letter will go out by dog team with the rest of the winter mail to Moosonee and the head of steel.

If the radio logs of all the fifty-four posts equipped with two-way short wave transmitters were to be enlarged upon, this article would fill *The Beaver* with interesting reading. And it would show how this modern short wave communication system has practically done away with the complete isolation of the Fur Trade posts in the North. But we must be content with citing a few of the more exciting entries that made headlines in the daily newspapers.

One was the message flashed out by Post Manager Carson of the Weenusk post on the shores of Hudson Bay last December, when he came across a small band of Indians who had been caught in one of the fiercest winter blizzards that ever hit that area. Some of them had been frozen to death and others so badly frost bit-

Left: Over the aerial at Arctic Bay was flashed a proposal of marriage, an account of a wedding, news of a birth, instructions from a doctor, and the story of a christening. (See page 46.)

Above: Apprentice Ahlbaum at Arctic Bay, northernmost radio and meteorological station in the Empire.

Right: S. G. L. Horner installing the radio station at Pangnirtung, Baffin Island.

ten that it was imperative for a 'plane to come with medical aid if they were to live. Not only did the Company's radio enable the message to get out, but it also was able to supply the weather reports which allowed the "mercy flight" to be accomplished with safety.

The opening entry in the radio log of the Fort Ware, B.C., post records another "mercy flight" with a happy ending. On July 17, 1939, the radio technician of the Fur Trade had scarcely finished waving good-bye to the 'plane which had landed him there for the purpose of spending several days installing the radio equipment, when the unexpected sound of an outboard motorboat was heard far down the river. An hour later when the boat landed at the post it was found to have a member of a British Columbia Government Survey party on board, who had nearly severed his foot with an axe. They had tried to signal the departing 'plane as it passed high over head, while they were fighting their way up stream against the swift flowing waters of the Finlay River, but in vain. In order to prevent gangrene setting in and causing loss of the foot, it was imperative that he be rushed to hospital. The radio station was set up temporarily, and a message flashed out which brought a 'plane to the post. Soon the injured man was safely back in civilization and his foot saved.

Having qualified operators at the posts where the stations are installed has ceased to be a major problem, for, in addition to two classes of new apprentices who are trained in this work at the Winnipeg Training School each year, many post managers who have been out on furlough or on refresher courses have stayed long enough in Winnipeg to become fairly proficient in the art of radio operating. The enthusiasm with which the system has been greeted by the men at the posts is demonstrated by the fact that where there have been two employees at a post they have, in many instances, learned to operate by themselves.

The Fur Trade has co-operated with the Dominion Government Meteorological Department by endeavouring to put men trained in the intricacies of weather observing at posts from which the Government wished to have weather reports. At each post where observations are to be taken the Government supplies a weather observing station. To simplify the task of the Personnel Department, all Company apprentices who go through the Winnipeg Training School are trained in weather observing. Of fifty-four Company stations nine are acting as meteorological stations, some like Little Grand Rapids, Manitoba, and Trout Lake, Ontario, being considered key points for weather forecasting.

Apart from weather reporting for the Meteorological Department, many of the posts give inestimable help to northern air transportation companies by supplying them with daily forecasts and other information of service to north country flying.

During the past season several of the posts got their first training in receiving instructions and information by radio from the Company's 'plane. Eventually, the men at the posts, by means of their Private Commercial radio stations, will be able to give 'planes explicit instructions on how and where to land at the post; if on water, what hidden shoals to avoid; in rough weather, directions to some other more sheltered body of water where landing might be safer; in winter time, information covering obstructions or other dangers hidden by the deceptive snow.

We have dealt with the importance of this two-way communication for the men at the posts. But what of the women? One example will suffice to show its importance to them. Readers of *The Beaver* will recall the romantic story of the young Scottish lass, Miss Eileen Wallace, who went north last year to become the bride of Alan Scott, and to make a home for him at Arctic Bay, Baffin Island, less than a thousand miles from the North Pole. Great was the excitement when word was flashed to Montreal just before the sailing of the *Nascopie* in July this year that a baby girl now added to the excitement of the Scott household, and certain articles of raiment and other requisites necessary in the life of the young lady were ordered by this radio message to be sent up on the *Nascopie*. If it had not been for the Private Commercial radio station at Arctic Bay, little Miss Scott would have been about 425 days old before these essentials would have arrived.

On Sept. 3 the *Nascopie* arrived with the required articles, even including a feeding bottle. Mrs. Scott told the Government historian on the *Nascopie* that the ordeal was not nearly so terrifying as she expected, since the Government doctor at Pangnirtung—another of the Company's radio equipped posts, 660 miles away on Southern Baffin Island—was able to keep in constant touch with her via the radio station. Even one instance like this is sufficient to make the whole scheme seem well worth while.

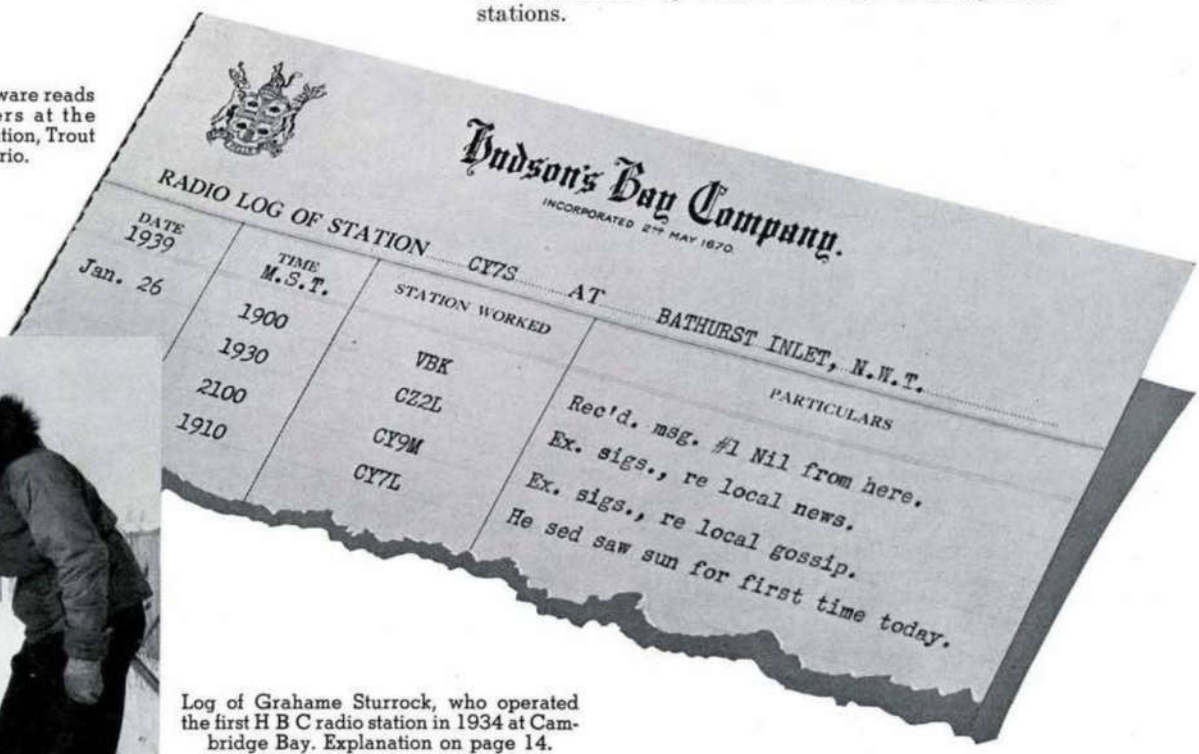
Lest we leave the impression that the stations of this system are only benefiting the white people of the far North, we have only to turn to the radio records of Fort Ross for the past winter to show us that this station spent much time on the air sending and receiving medical advice from the Government doctor at Chesterfield Inlet for many sick Eskimo families in the vicinity of that post, and even suggestions for curing an epidemic that was killing off their valuable husky dogs. Other radio equipped posts show records of medical messages sent and received pertaining to the health and welfare of the natives of the North.

Though this story is concerned primarily with the Company's Private Commercial radio stations, the importance and entertainment value of amateur radio in the North must not be overlooked. Some confusion exists regarding the difference between Private Commercial radio stations and amateur stations. The difference is mainly one of frequency and type of work allowed to be done over the air. Amateur radio operates on either C.W. (code) or phone on 160, 80, 40, 20 and 10 metres with a spread of a few hundred kilocycles on each of these bands. By the use of these various bands at the correct times it is possible even with low power to communicate not only over the North American continent but around the world. However, these so-called amateur bands are occupied by some 62,000 operators, approximately 40,000 of which are on the North American continent, and messages having any commercial import are absolutely forbidden by international law between these many thousands of amateurs while working on these bands. Private Commercial radio stations, such as those of the Company, on the other hand operate on special frequencies allotted to them by the Government, and these frequencies, broadly speaking, are not occupied by other operators, at least not within the country which granted them.

Commercial messages may be sent between the stations of any one system, as well as any local news, etc., which is normally heard on the amateur bands. Generally speaking, the frequencies granted for Private Commercial purposes in northern Canada are such that the range of the stations using them is limited under normal radio conditions. In the Company's case, this limit might be say 500 to 1,000 miles, but this drawback can always be overcome by relaying from one station to another. All stations of the Company's Private Commercial System have a controlling or outlet station—in most cases a Government or Airways station—which can forward all radio messages to their destination no matter where it may be. Schedules with these controlling stations are not necessarily daily, though in many instances they are. In other cases they are twice weekly or weekly. The stations in the Eastern Arctic for instance operate on 4356 kc.'s and have a schedule every Tuesday and Saturday at 8.00 p.m., E.S.T., with the Department of Transport radio station at Nottingham Island, Hudson Bay. The schedule may be interrupted if the operator is away from the post checking up on traplines or visiting native encampments. In such cases he advises his controlling station to hold all messages until his return—which may be a week to two weeks. This may look like a slow communication system, but compare it with the situation before the installation of these stations, when the only contact with the outside world might be a single ship stopping for a few hours once a year.

Though it is still in the development stage, the Fur Trade Private Commercial radio system has done much to bridge the big barrier of space that for so many decades was considered insurmountable by the Fur Trade's "wintering partners." Arrangements are being made to equip thirty more posts this coming year, and it is anticipated that in the near future all northern posts of the Company will have two-way communication by means of these amazing little stations.

Apprentice Wickware reads the thermometers at the meteorological station, Trout Lake, Ontario.



Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

RADIO LOG OF STATION CY7S AT BATHURST INLET, N.W.T.

DATE 1939	TIME M.S.T.	STATION WORKED	PARTICULARS
Jan. 26	1900	VBK	Rec'd. msg. #1 Nil from here.
	1930	CZ2L	Ex. sigs., re local news.
	2100	CY9M	Ex. sigs., re local gossip.
	1910	CY7L	He sed saw sun for first time today.

Log of Grahame Sturrock, who operated the first H B C radio station in 1934 at Cambridge Bay. Explanation on page 14.

Eskimo skin tent at Clyde, Baffin Island, held down by a ring of stones.

PREHISTORIC WANDERINGS OF THE ESKIMOS

Chief Trader William Gibson, F.R.G.S.

THE origin and early history of the Eskimo race is buried in obscurity. Perhaps only during the past few decades have scientists succeeded in making much headway in solving the problem as to who the Eskimos really are, and where they have come from. When this numerically small race of some thirty-five thousand people first became known to the world they were found to be scattered in surprisingly small bands around the borders of the Arctic Ocean, extending eastwards from Siberia, right across North America, to Greenland. Along these immense stretches of Arctic coast and hinterland, where they lived in isolation from the rest of mankind, they had built up amid harsh and niggardly surroundings a culture which commands the admiration of all civilized people. Dependent on their skill and endurance as hunters for the necessaries of life, their preservation in these high latitudes is one of the highest examples of man's struggle for survival and his adaptability to extreme conditions of nature. In their restless wanderings over their vast domain of ice, and snow, and tundra, in the perpetual fight for existence, and in the search for better conditions of life, they may truly be regarded as the original and eternal explorers of the Arctic.

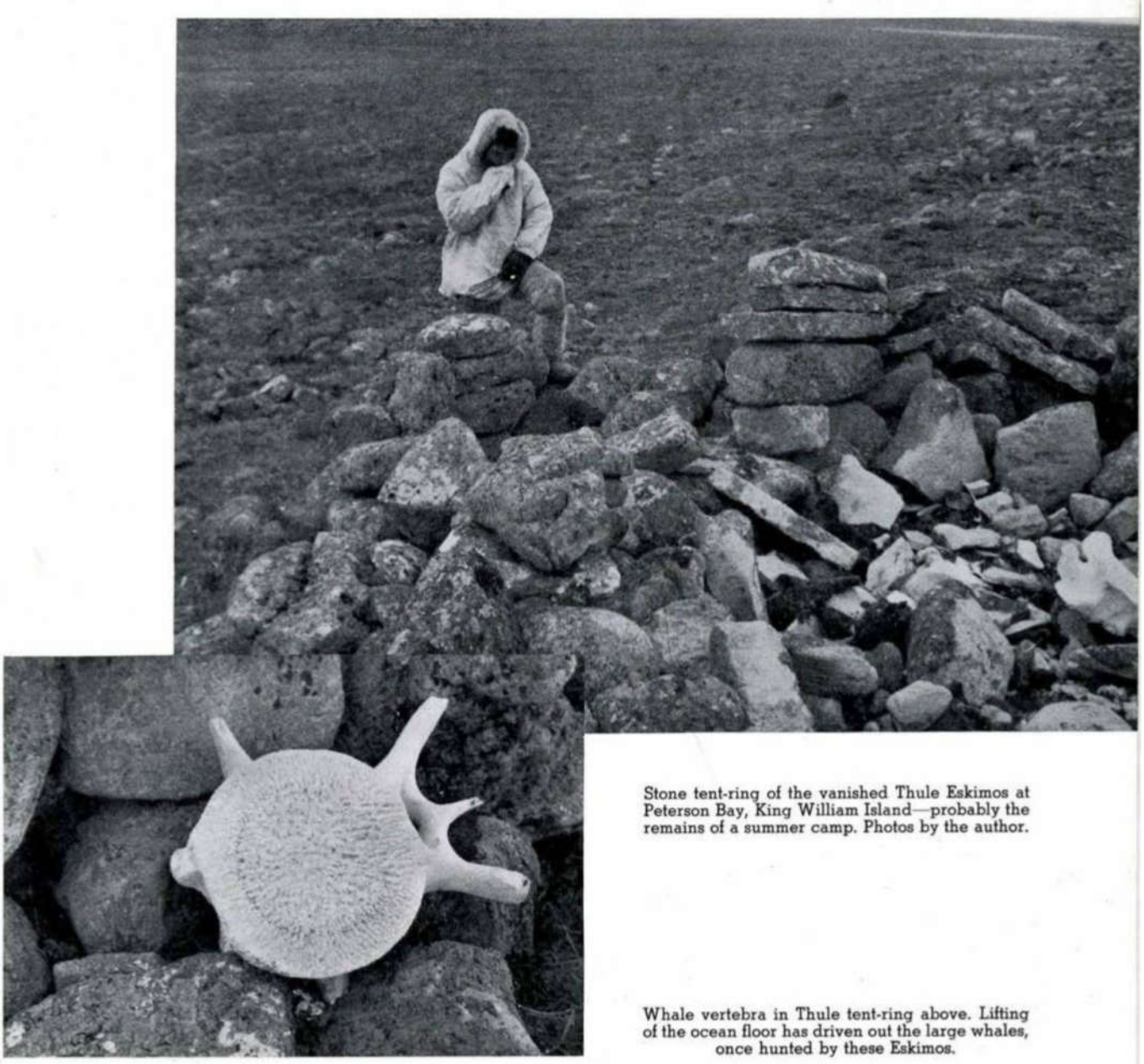
Now, why do we find the Eskimos occupying such a cold and inhospitable region? Did they elect to settle down and develop ways of living in the Arctic periphery in preference to other localities where life is easier and the surroundings more congenial? Where was their first home, and what manner of life was their existence originally based upon?

The presence of the Eskimos in North America must necessarily be investigated against the background of the whole aboriginal race in the Western Hemisphere, whose recorded history opens with the discovery of the New World by Christopher Columbus in the fifteenth century. But for several thousand years before the advent of Columbus the whole of North and South America, from the Arctic to Cape Horn, had been occupied and sparsely populated by a branch of the human race. As yet scientists have advanced no exact conclusions with regard to the antiquity of man in America. However, from the progress which science in its various branches has already made, it is fairly conclusive that his antiquity is post-glacial. Taking all available evidence into consideration, the conclusion also seems warranted that he first came to America somewhere between five thousand and ten

thousand years ago. The age accorded the oldest skeletal remains of man so far discovered in North America is some seven thousand years.

With regard to the origin and racial affinities of the American native, it is clear that these must be sought for in Asia. Both the Americas were populated originally by the Asiatic races which existed in the remote past in that portion of Asia which lies in close proximity to North America. They may therefore be said to belong to the Mongoloid branch of the human family. We have no choice but to accept the Aleutian Islands and Bering Strait as the most probable migrational routes which furnished early man with a passage into North America. Bering Strait links the Pacific and Arctic Oceans and separates the two continents by a distance, at its narrowest part, of only fifty miles. Its waters are shallow and its floor lies almost level. Uplift of the land on each side of the Strait by about one hundred and eighty feet would create a land bridge. That such a land bridge existed at one or more times in the remote past is scarcely disputable. Geological inference, however, although inconclusive, does not support the theory that a land bridge existed in post-glacial times. It points to a land connection during the Pleistocene period, and before that a wider strait than the present one.

A land bridge with Asia is essential to account not only for the passage of man into America but also for the migration of flora and fauna from one continent to the other. The first immigrants to America were stone age people, and we cannot credit them with any knowledge of navigation, much less the means. A strait even only fifty miles wide would have created an insuperable obstacle to bar their passage. Bering Strait and the Aleutian Islands constitute the only feasible corridor which could have facilitated the pass-



Stone tent-ring of the vanished Thule Eskimos at Peterson Bay, King William Island—probably the remains of a summer camp. Photos by the author.

Whale vertebra in Thule tent-ring above. Lifting of the ocean floor has driven out the large whales, once hunted by these Eskimos.

Another Thule tent-ring at Peterson Bay.

Ancient dwelling at Malerualik, King William Island, one of the two oldest Thule villages yet discovered. These circular pithouses were roofed with whale ribs and earth, and lined with skins.

age of early man into America. If scientists ever seriously entertained the theories of mythical sunken continents and possible land bridges with Europe, they have long ago discarded them.

Superficially there appears to be no affinity between the Eskimos and the American Indians. Scientists agree that the Eskimos differ from all other American types in physical characteristics, in language, and in culture. As an American type they are unique, and anthropologists have segregated them as a separate racial unit whose purity has been remarkably well preserved. In a physical comparison with the Indian, the Eskimo is shorter in stature and of a pronounced stocky build, which is emphasized by broad shoulders and sturdy limbs. His skin is of a much lighter hue. Frequently he displays the Mongolian Eye, which is absent in the Indian. Other physical peculiarities include a small, flat, narrow nose; disproportionately broad face and long head; a long trunk with shortened limbs below the limb joints; small hands and feet; strongly developed temporal muscles and a powerful lower jaw.

The greater physical likeness of the Eskimo, as an American type, to the existing Asiatic races, and his geographical position in North America, suggest that he was among the latest prehistoric arrivals in the New World. It is most unlikely that America was originally populated by a single migration from Asia; several successive migrational waves of slightly different types must be assumed. Among one of the latest of these the Eskimos arrived. It is hazardous to suggest an exact time for their invasion of America until science has implemented our present knowledge of their early history. Their cultural history has been traced back tentatively for perhaps two thousand years—before the commencement of the Christian Era.

Some scientists conclude that when the Eskimos first entered America they were an inland people, who lived by hunting and fishing in the regions surrounding the rivers and great lakes on both sides of the Rocky Mountains. From these habitats they gradually withdrew towards the Arctic coast, probably under pressure from hostile Indian tribes. Having reached the coast they adapted themselves to sea hunting and spread out eastwards and northwards, eventually reaching Greenland. Other eminent authorities on the subject, seeking the origin of their cultures as a means of arriving at the origin of the race, are of the opinion that they originally occupied that vast expanse of subarctic country which stretches westwards from Hudson Bay towards the Mackenzie river valley. Here they lived mainly by hunting the caribou, and to a lesser extent the musk ox. At a much later date they moved out to the Arctic coast and developed the peculiar coastal culture which is founded chiefly on the hunting of sea mammals. Their wanderings then commenced; wanderings which spread them out over the Arctic islands, brought them to the shores of Greenland, and down the Labrador coast to the northerly tip of Newfoundland. But if the ancient home of the Eskimos lies inland in the country between Hudson Bay and the Mackenzie river system, no archaeological evidence has ever been discovered of a westerly movement along the Arctic coast towards Alaska, where the greatest concentration of the race occurs. Does the solution of the problem of the early habitat of the Eskimos in North America lie in the conclusion that there were two great divisions of the race, one settled

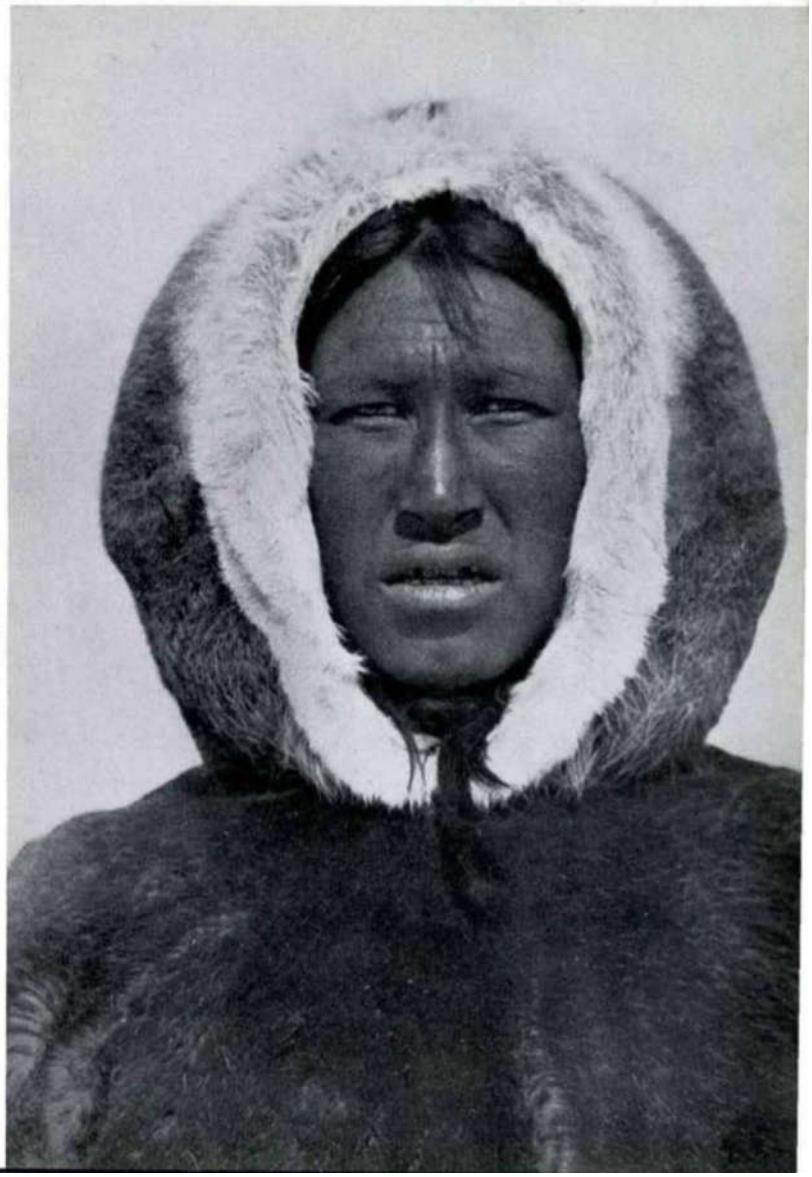
in the interior of Alaska, and the other occupying the treeless expanse of country to the west of Hudson Bay; and that independently, at different times, they both moved out to the sea and gradually developed coastal cultures?

The archaeological results of Knud Rasmussen's Fifth Thule Expedition to Arctic North America of sixteen years ago went a long way in clarifying the prehistoric wanderings of the Eskimos, and clearly indicated the spot where their great sea culture first arose. They demonstrated that preceding the historic coastal culture of Arctic America there was an earlier Eskimo people whose culture was of a distinct and very highly developed maritime nature. Not only did these people hunt the smaller sea mammals but they successfully attacked the great whales. It was further demonstrated that this culture—which was named the Thule culture, after the settlement in North Greenland where traces of it were first discovered—prevailed all along the Arctic coast as far west as Bering Strait, in which locality it had its origin. From the vicinity of Bering Strait it spread out eastwards and northwards along the Arctic coast and through the Arctic Islands, eventually reaching Greenland.

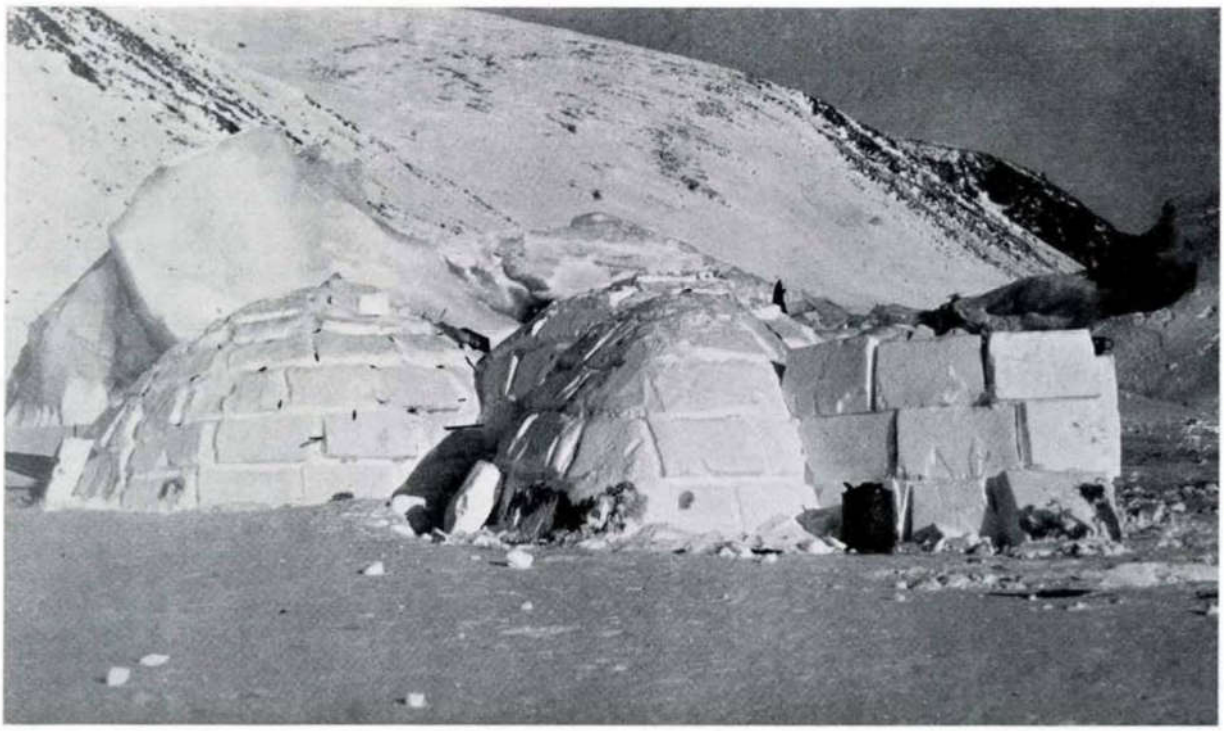
Everywhere along this extended route from Alaska to Greenland the bearers of the Thule culture sought to adjust themselves to differing geographical conditions. Passing areas where wood was plentiful from the drift of great rivers, they reached regions where it was non-existent, and successfully adapted whale bones and baleen to the construction of dwellings, boat frames, sledges and implements. They swept far north over the Arctic Islands, occupying many which during historic times have been uninhabited. Only on reaching Greenland did the migration subside. This great migratory movement was without doubt an epic chapter in the early history of the Eskimos. It was the first vigorous grip of a people embracing the sea as a basis of life, and setting out on an adventurous pilgrimage of discovery and occupation which finally included the whole of Arctic North America and the habitable shores of Greenland.

Many questions arise with regard to the Thule culture, some of which it is as yet impossible to answer. From what still earlier culture in the Bering Strait area is it derived? For how long a period did it endure? What caused it to decay and become extinct in the central and eastern Arctic? All along the route of the migration from Alaska to Greenland the village sites of the people of the Thule culture are still in existence, and buried within them is a comprehensive record of their cultural accomplishments. The oldest sites yet discovered and examined by archaeologists are the Nauyan village site in Repulse Bay, in the northwest

Mackenzie Eskimo children, descended from the Thule Eskimos.



Boothia Peninsula hunter, descendant of the old Caribou Eskimos. Photo by the author.



In contrast to the permanent dwellings of the Thule Eskimos were the temporary snow houses of the Caribou Eskimos who succeeded them in the Central and Eastern Arctic.

corner of Hudson Bay, and the Malerualik village site on the south coast of King William Island. Their age is estimated at one thousand years; which means that the Thule culture was fully developed in the central and eastern Arctic around the ninth century.

While the exponents of the Thule culture were in possession of the coast the other great division of the Eskimo family lived inland in that vast stretch of territory to the west of Hudson Bay. The remnants of this branch, known as the Caribou Eskimos, still cling to the ancient home of their ancestors, living much the same life except where the influence of the Thule culture, and of more recent date Indian and White contact, has led to changes. These primitive inland dwellers had built up a culture which was based almost entirely on the caribou. They were essentially nomadic, for ever wandering in the wake of the movements and seasonal migrations of the caribou herds, on which their existence chiefly depended. As a nomadic people they had evolved an ingenious type of dwelling which we commonly know today as the snow house, in contrast to their kinsmen on the coast who dwelt in more or less permanent villages constructed of stones, sods and whale bones. The snow huts of the inland dwellers were for the most part unheated, as their country was barren of timber and bush, and they had no access to large quantities of animal fats. On the other hand the coastal dwellers had a surfeit of fats derived from the produce of the sea, and lived in comfortably heated dwellings.

We can only surmise the cause, and we do not yet know the exact time, but possibly several centuries ago detachments of the Caribou Eskimos deserted their ancient habitat and moved out to the sea, inundating the coastal areas, most probably between Coronation Gulf and Boothia Peninsula. On arrival at the coast they came into conflict with the Thule inhabitants. Numerically stronger, and with the vitality of the invader, they overcame their kinsmen and drove them out from their coastal strongholds, annihilating some, absorbing others. Eskimo tradition bears testimony to the struggle which reputedly took place for possession of the coastal areas and the bloodshed which resulted. It also expresses admiration for the skill and ingenuity of the Thule hunters and the manner in which they had built up the coastal country as a resourceful habitation in which to live. From the same source we also gather that they were a mild people, who avoided clashes with the usurpers from inland by fleeing to the east and north.

This movement of the Caribou Eskimos from the interior to the coast was very likely not a single or isolated migration, but rather a trek which lasted probably much more than a century. Having consolidated themselves in the coastal areas, they then spread out northwards and eastwards over the Arctic islands, eventually penetrating to the coasts of Greenland and Labrador. Everywhere they successfully overcame the original inhabitants, and eventually swamped the Thule culture in the central and eastern Arctic. They adapted themselves in their new environment to a sea culture comparable to that of their predecessors from whom they had acquired the technique of hunting the seal, walrus and smaller whales, and of constructing boats and kayaks from the hides of the sea mammals. But they never attained the skill of the hunters of the Thule culture in successfully attacking the great whales. In the Central area, in the paths of the annual caribou migrations to the Arctic islands, their culture—due to geographical reasons—is even

today partly a Caribou culture. From the enclosed seas in this area all the large aquatic animals have long ago migrated to deeper waters. The chief expression of coastal development is, therefore, limited to breathing hole sealing on the winter ice, a highly specialized method of ice hunting which they have brought to a great pitch of perfection.

The Thule culture undoubtedly persisted in some isolated localities for several generations following the coastal invasion from inland, in some instances existing peaceably side by side with the new culture. One of its late phases, the *Sadlermiut* in Southampton Island, became extinct as late as the year 1902. It was unaffected altogether in the Alaska and Mackenzie river delta areas, as the invasion of the Caribou Eskimos never extended so far westwards. The Mackenzie Eskimos therefore differ culturally from their kinsmen in every other part of Arctic Canada and Labrador. They are part of the northern Alaska group, whose culture, prior to the changes caused through contact with civilization in recent times, is descended directly from the Thule culture.

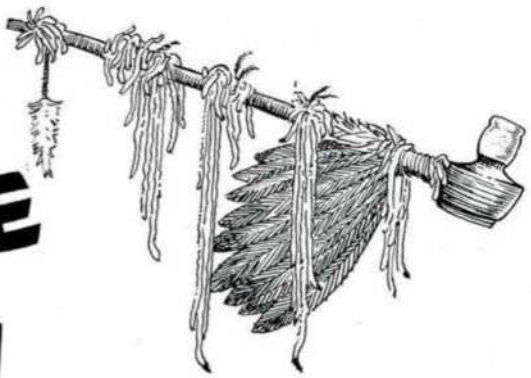
There is one factor which probably played an important role in weakening the Thule culture in the Central Arctic, where the invasion from inland took place. That is, the uplift of the land in relation to sea level; a process which has been in progress for an indefinitely long period of time, and which probably is still in progress. The shallowing of the coastal waters sheltered by the archipelago drove out the larger sea mammals, particularly the large whales, on which the Thule culture so largely depended. The rate of uplift is unknown, but judging from the position of the Thule village sites, which are situated on former beaches sixty-five to eighty feet above present sea level, we may reasonably speculate that the land has risen approximately fifty feet in the last thousand years—providing the age accorded these sites is correct. The effect of this reckoning would indicate that Boothia Peninsula, for instance, the most northerly point of the continent, was an island some centuries ago. Sir John Ross in 1831 estimated the height of land in the valley extending across the isthmus which joins it to the mainland, to be only fourteen feet above sea level. The effect of these changes must have had a bearing on the migration of the caribou herds to the northerly summer pastures. They created new migrational routes. and probably increased the extent of the migrations themselves.

Following the caribou northward in their migrational cycle it seems inevitable that the Caribou Eskimos would eventually become acquainted with the sea and be alive to its great possibilities. On their arrival at the coast they found there already a people with a culture developed to a marvellous degree of perfection and based mainly on the plenteous bounty of the ocean. We may well conjecture that the seal, with its thick coat of blubber was a richer source of food and heat, and altogether a more dependable basis of life, than the caribou. We have every reason to believe that existence based solely on the caribou was of a precarious nature. Often there were times of great want, accompanied by privation and even famine. Not because of any scarcity in the numbers of caribou, but in the vast tract of country the movements and seasonal migrations of the animals were very changeable, and for many months of the long winter they were inaccessible. When the caribou failed there was no other sure and abundant resource to fall back upon. When we appraise the small remnants of the Caribou Eskimos who still live inland dependent on their ancient culture, we may well conclude that this great branch of the Eskimo family found its salvation in the sea, when the wanderings of its hunters led them out to the coast some centuries ago.

Everything points to Alaska, the locality around Bering Strait where the sea animals were very plentiful—especially the great whales—as the spot where the great sea culture of the Eskimos first arose, and whence the bearers of the Thule culture expanded victoriously across the north of the continent to the shores of Greenland. The comparatively recent discovery of two earlier cultures in this locality seems likely to lead, not only to the source of the Thule culture, but eventually across Bering Strait to some spot in Asia where the first home of the Eskimos lies, and where the race had its beginnings. Step by step scientists slowly progress until some day the whole truth of their origin and early history will be made known. When their story comes to be fully written it will be an epic narrative of pioneer achievement, revealing the highest degree of courage, endurance and great inventive genius in subduing the harsh forces of nature in high latitudes. North of every other people on the globe they succeeded in making a home for themselves, and found contentment and happiness to such a degree that dwellers in more fortunate and fruitful lands might well envy them.

Eskimos moving camp, King William Island. The man with the tent on his back is adjusting the dog's pack. Author photo.

I Become a MEDICINE MAN



by W. Cornwallis King
as told to Mary Weekes

TRADING parties were going out. George Davis, manager of the Fort Garry fur-trading shop, said to me, "I am sending you on a trading trip with four picked men and two dog-teams; four dogs and two men to each team. You will visit the territory along Lake Winnipeg from Fort Garry as far as Berens river on the east side of the lake and across to Grindstone Point on the west." The year was 1862. I was a greenhorn.

We selected our cargo and packed it on the sleds; four hundred pounds of trading-goods to each sled, and, in addition, the one hundred pounds each, of trading-goods, dog-feed, ammunition, provisions, which we called our private dunnage. Powder, shot and flints were the most important items in our cargo. Flints were little pieces of stone about an inch square which we imported from England. We used flintlock guns. Ten flints bought a beaver skin.

I was interested in the large supply of muskrat spears which the men said we had to take. These were two and a half inch spears attached to nine inch rods of iron made by Company blacksmiths from rod iron brought from England. We lashed these spears on top of the loads. Other trading-goods were cheap calico and prints, both broad and narrow, which sold for twenty-five cents a yard. By cheap, I mean cheap for the time, and in a new country. Company goods were not shoddy goods. They were the best obtainable. We took bolts of flannel. In present day currency, the selling price of this was twenty-five cents a yard. Our invoice included fancy, showy-coloured rugs and blankets for summer trade and heavy Hudson's Bay *Point* blankets for winter trade; great quantities of coloured beads, fine for embroidery (twenty-five cents a skein), and large for the necklaces which the Indians favoured; ribbons of all widths and coloured silks; thread, needles, thimbles of brass and silver, knives, axes, files, pots and pans made at York Factory by our own tinsmiths from sheet tin brought in our ships from England; shirts, fine and common; good rolled Virginia tobacco which we imported and came twisted like a rope, and for which we got one dollar a pound; a few pairs of moleskin or fustian trousers; plain Indian rubbers and overshoes, which we traded for two skins valued at one dollar; woollen socks; tea, valued at one dollar a pound; sugar, fifty cents the pound; a few pounds of biscuits, and lard at fifty cents for the pound.

At that time, in the interior of the country, food, except meat, was a luxury. Anything to eat, no matter what, sold at the rate of one dollar a pound. We packed a good supply of two ounce bags of vermilion, which the men said would go like hot cakes at seventy-five cents a bag. Mostly, the Indians used native paints which they prepared themselves, but they found the Company paint beautifying and of deeper colour than their own and were prepared to pay for it. We packed, too, a good supply of little round looking-glasses. These were always in great demand, the men said, and one of the best articles of trade. The Indians carried these little mirrors constantly on their hunting and scouting expeditions and could decoy game—ducks, buffalo, deer—right up to them. And they were perfect for signalling. The Indians, I was told, were master heliographers and were able to flash messages of danger, the approach of buffalo herds or the appearance of strangers, from hill to hill and so to distant tribes.

I had positive proof of the heliographic skill of the Indians a good many years later when I was stationed, in 1900, at York Factory. One day when the Reverend Mr. Ferries was in my office, the Metis chief from Split lake arrived. "What is the news?" I asked him. He answered, "*Hugamoeskaoo* [Oh! not much]. The big Master's wife is dead." We did not know whether he meant the Queen of England, or Mrs. Chipman, the commissioner's wife. Three months later when the ship arrived from England, we learned that Queen Victoria was dead. By checking dates with Commissioner Chipman when he came to the Factory some months later, we discovered that two days after news of the Queen's death had reached Fort Garry, the Split lake chief knew it. He had got it by heliograph and had come to tell me and get a cup of tea and a little present.

The men Davis assigned to accompany me on this trip were the most reliable runners and traders at the Fort Garry post—George Kipling, senior, Thomas Lyons, Joe Monkman, Daniel Thomas. Officially, I was boss of this outfit. In effect, I was only clerk to

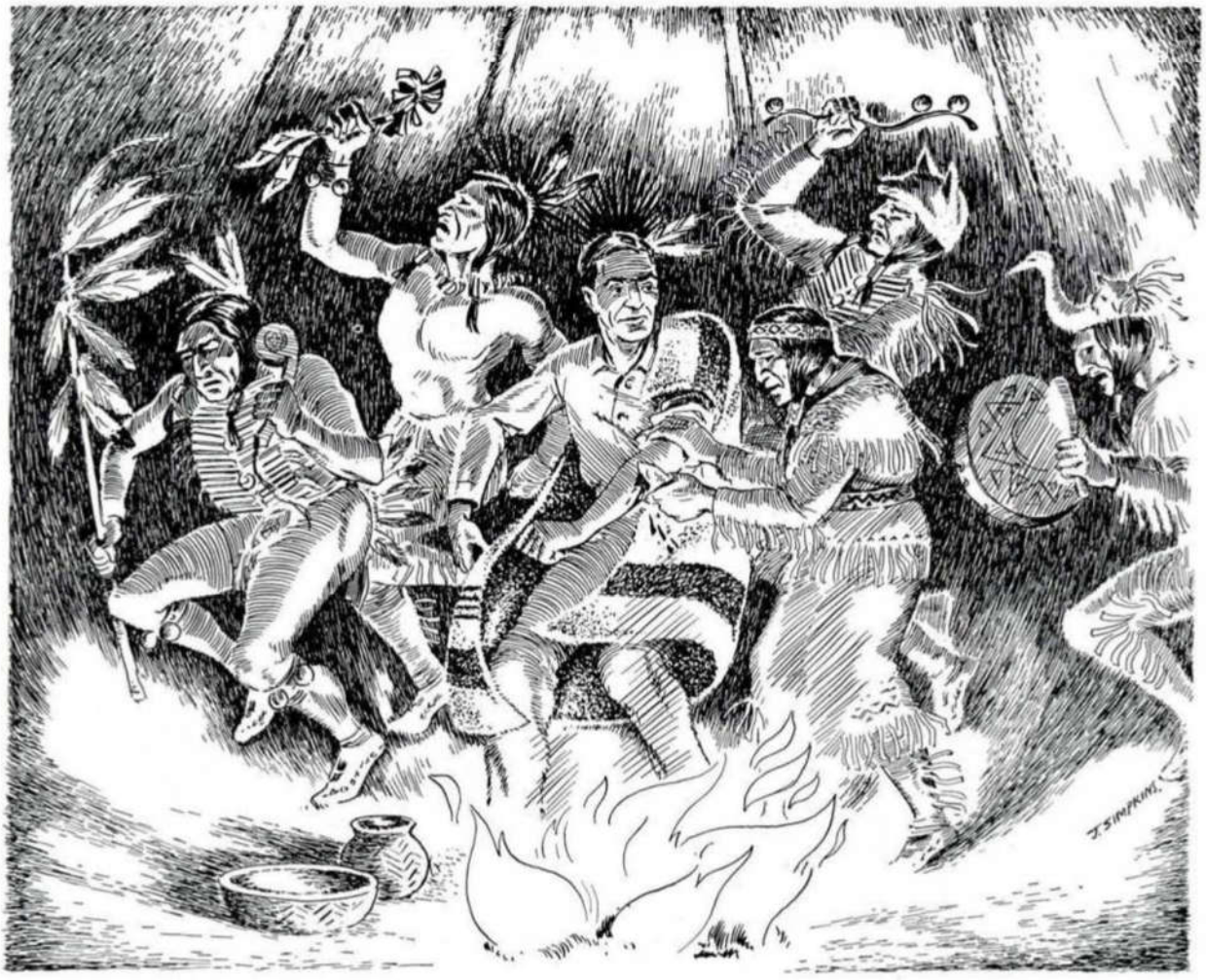
Kipling, who was an experienced hunter, trader and a man of high standing in the service of the Company. He was the famous "packet carrier" from Fort Garry to Norway House, which was a most responsible position. He was a native of St. Peter's band, born more or less in the service of the Company, of Orkney or Shetland and Indian extraction.

Kipling's schedule time for the round trip from Fort Garry to Norway House and back, a distance of approximately three hundred miles, was from December 1 to December 20. He walked thirty-five miles a day more or less, depending on the weather. He was never known to lose the mail or to be behind his schedule.

He travelled on snowshoes, either carrying the packet or hauling it on a four foot sled. In addition to the Hudson's Bay Packet—letters and documents—average weight from twenty to twenty-five pounds, he carried from ten to twelve pounds of provisions, enough to last him from post to post, and bedding and clothes to the weight of fifteen pounds. Always he travelled alone. He carried no firearms. His equipment was a nicely cut four foot pole with a piece of chisel-shaped steel attached to one end, a medium sized hunting knife, a one and a half pound chopping axe, a covered copper kettle (the first size) and a tin cup. The cup and kettle went into a small bag which he hung in front of his toboggan. His daily ration was, figured by Company method, one and a half pounds pemmican; one pound fat bacon, half a pound bannock; a little tea, sugar, tobacco, sulphur and made matches. The total weight of his load at starting was about fifty pounds, growing lighter each day as his rations decreased. No matter how cold the weather, he wore ordinary clothes; moccasins, wool socks, light fawn skin capote, rug, leggings of the same light skin. These were the lightest and warmest travelling clothes available. He slept in his blankets, sled upturned against the weather. Kipling had an adopted son, named after himself, who in later years became a trusted packet carrier in the Athabaska District and the far North.

Joe Monkman was a man of forty, four feet ten in height and weighed one hundred and sixty pounds. He too, was a reliable servant of the Company, and an astute trader. He had no book learning. He spoke English, French, Swampy and Plains Cree and Saulteaux. A temporary servant of the Company, he was what was known as a small Hudson's Bay Company trader. The Company gave him a small bonus for the

"She slashed my arm in two places with a sharp flint"



furs he brought and on the goods he sold. But the Company had a time with him. He disregarded completely the rules laid down by them in regard to tariffs and business generally and acted on his own judgment, never failing to show a profit for himself and for the Company. No weather, no matter how bitter, had any terrors for him.

"Foolish Joe," Monkman was called, because he was mischievous. He was no fool however, but a most reliable hunter and trader. He knew when it was permissible to get drunk and when wise to stay sober. Thomas and Lyons were also celebrated dog-train drivers and runners.

We had some wonderful men among what outsiders called "halfbreeds" in those days. They were men of mixed blood, and in the Company we called them the Bois Brulés (burnt wood, or brown colour) or Metis. We regarded these men highly. The Company never forgot that they were important men in the fur trade. They *were* the fur trade!

It was the middle of March when we left Fort Garry, walking and running behind our toboggans. At a command from Kipling, the dogs had bounded forward. All around us was a dark grey world. Dawn had not yet broken, we wore light clothing and light wool stockings and moccasins. We would have to walk every foot of our way.

We struck out skirting the east side of the lake as Davis had instructed. We came upon a chance Indian camp and got their furs. We visited Fort Alexander, merely to get provisions and a list of the Indians debtor to this post in hope of collecting from them. We did no trading in this territory, as Fort Alexander was an established post.

On we travelled, Lyons leading. He was a peculiar looking man. Standing straight he was five feet. He walked with a slouching gait—a *lambiner* step—and, with his big head, red watery eyes, short body and long legs and arms, he looked like an animate walking-machine. He walked at the rate of five miles an hour, weather regulating his speed. Always he had a compass strapped to his wrist, though the stars, moon, sun and natural native instincts were his chief guides. He was liked and respected by us all. Though he was morose, he was intelligent and he could be nice when it suited him. Like all Bois Brulés, he was a good native fiddler, playing by ear—with variations.

We kept on skirting the shore of the lake, but we found no more Indian camps. Kipling was bothered. Presently we fell in with a hunter who told us that the bands had gone to the big medicine feast at Blood Vein river about twenty-five or thirty miles south-east of Berens river. This, Kipling told me, would be a gathering of "crack" medicine men from all over the country. We hurried on. This sounded exciting.

Back from the river in a fine open space, surrounded by timber, we found the great medicine tent set up. Around it at respectable distances stood the tents of the different tribes. To this great ceremony had come all the principal medicine men from as far as Lake Superior, and from the north and west.

The inner, or "medicine" tent, was enclosed by a great outer tent one hundred feet in circumference covered with the leather lodge coverings borrowed from the assembled tribes, who were themselves living in birch-bark tipis which they had temporarily erected.

The framework of the outer lodge consisted of a fence of stout posts which, ten feet apart, were driven two or three feet into the ground and extended seven or eight above. In the inner circle four men and a woman (their most sincere and expert doctors) were conjuring. In the large circular corridor between the outer and inner circles, the lesser medicine men, headmen, men of standing, and drummers, chanted, played tom-toms, and cried weird songs. The general crowd was kept outside the medicine tent.

It was a spectacle. A dark night. Weird, excited, terrifying music and yelling issued from the great tent. Tiny streams of smoke rose from the open fires before the tipis. We were a few white men among more than a hundred (not including their families), frenzied almost naked Indians.

At first I looked on with amusement. Then with interest when I saw that the conjurors in the inner tent, with their drum-beating, exhortations, screaming and dancing, actually made the tent and the stout outer posts of the walls tremble in unison. Noted ventriloquists, these "doctors" filled the air with the cries of animals and birds.

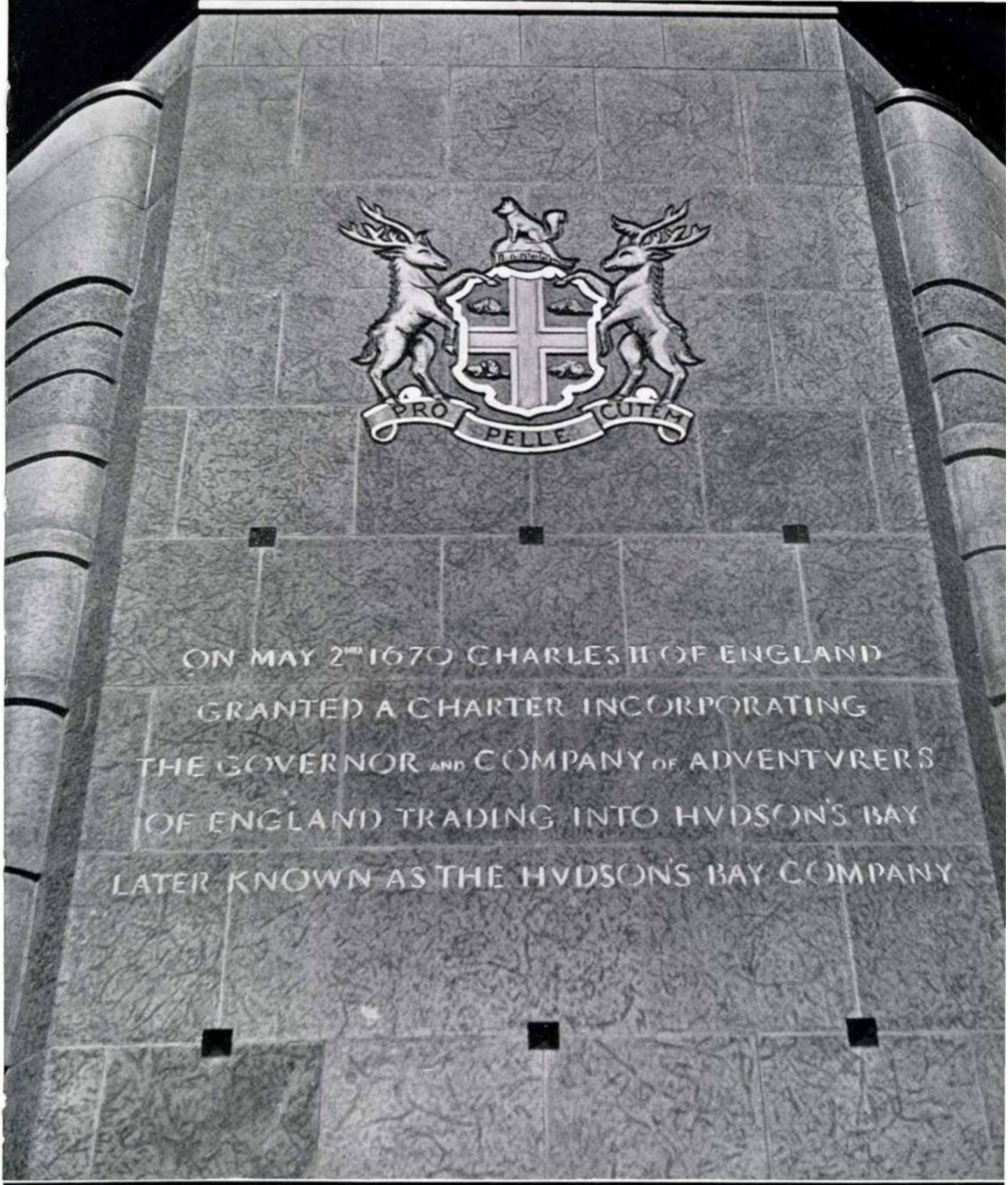
Kipling and I were outside the great tent. I urged him to use his influence with the Indians to let me in. They refused to listen to him. But I gave the principal man a present, and after a lot of manoeuvring he got me into the outer circle. Here I did my best with one of the lesser chiefs. I would get nowhere as I was, he told me; so he vermilioned my face and hands, gave me his headgear, calumet and blanket, and said he would try to pass me off as a visiting medicine man and so get me into the inner circle. He warned me not to speak, but only to chant some unintelligible Indian words which he chanted for me.

By the magic word, *skitewar*, he got the attention of a doctor in the inner tent, who poked his head through the foot of the tent under the skin wall. Suddenly a bag was thrown over my head, and, somehow or other—and to this day I cannot say how it was managed—I was swiftly and unceremoniously hauled into the inner tent and my head uncovered.

A woman grabbed me by the shoulders, threw off my blanket, tore my shirt sleeve apart and, before I knew what she was about, slashed my arm in two places with a sharp flint. Blood spurted from the gashes. She put her mouth to the wound and sucked my blood. Now she commanded me to slash her arm and suck her blood. I was thoroughly alarmed. But these conjurors were in such a frenzy that I dare not disobey. I slashed her arm and sucked her blood.

By this ceremony, I was to learn later, I had become a medicine man. They had admitted me to their craft. At once my fellow practitioners began to show me their medicines. They had little bundles of "medicine" of every description, all neatly tied in separate packages. They had *powogans* (evil spirits) cut out of bark, roots, metal, and charms of every description. Some medicine was for cures; some for poisoning their enemies. Each bundle was different. These Indian doctors practised a lot of humbug to fool the tribes, such as throwing their voices in the air, imitating the voices of evil spirits to threaten their audiences; yet, as a member of their guild, I must confess that, in my long years among the tribes, I have seen these medicine men make some marvellous cures.

No amount of money would have admitted me to this inner circle. Now, since I was one of them, they wouldn't let me out. The upshot of my adoption into this Indian medical fraternity was that, by trading in the vicinity of the medicine tent, we succeeded in getting every fur that the red men possessed.


PRO PELLE CUTEM
ON MAY 2ND 1670 CHARLES II OF ENGLAND
GRANTED A CHARTER INCORPORATING
THE GOVERNOR AND COMPANY OF ADVENTVRERS
OF ENGLAND TRADING INTO HVDSON'S BAY
LATER KNOWN AS THE HVDSON'S BAY COMPANY

The Hudson's Bay Company's
NEW EDMONTON STORE

How It Was Done

TO demolish a large department store and build another on the same site without the loss of a single shopping hour is an astonishing feat. Yet that is what happened at the Company's Edmonton store during the past year and a half.

For nearly ten months, architects, draughtsmen, and principals in the trade were employed in drawing up plans for this enormous undertaking. Mechanical engineers were consulted on all phases of construction, and all moves were carefully planned so that customers would be able to do their shopping with the minimum of inconvenience while the great change was being carried out.

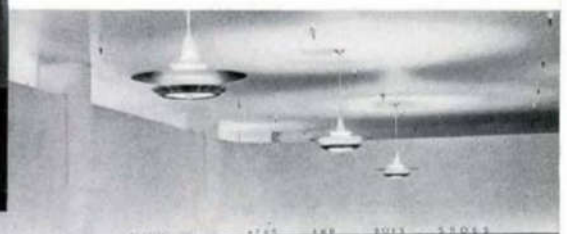
The building was divided into three sections, and as each section was knocked down and built up again, the other two were used for "business as usual." This naturally necessitated a great deal of moving of departments from place to place. But all moves were made overnight, or on the afternoons of early closing days, and each department was set up in its new position all ready for business the next morning.

One of the biggest snags in the work of demolition was the unexpected discovery of over two thousand tons of reinforced concrete foundations under the old 1905 store. This find hindered progress for some weeks, as the only way to remove the obstruction without disturbing the nearby building was to blast it away with small doses of high explosives.

When the centre section was being reconstructed, access had to be provided between the new first section on one side and the old third section on the other. In order that customers might pass from one to the other without going out into the street, a connecting tunnel had to be built. So skilfully was this done, that with the exception of a few false walls and rather congested sales areas, the work of rebuilding going on all around was hardly noticeable to those inside.

Altogether it was a long and laborious process, but a construction record was established when the first two sections were opened for the Christmas season last year six weeks ahead of schedule. Excavation for the first section was begun in April last year, and the new building was officially completed in November 1939.

The second section under construction, adjoining the finished first section.



Hospitality Beauty Convenience

HANDSOME, dignified, and the pride of its community, the Company's new Edmonton store occupies a full block on Jasper Avenue, the city's main thoroughfare. Richly patterned Tyndall stone contrasts smartly with columns of jet black granite. Satin-finish stainless steel trim reflects the glow of modernity. Window panes are replaced with glass brick, permitting daylight, diffusing the sun's rays, eliminating dust entry and draughts. The air within is cleansed, purified and completely changed every seven minutes.

Emergency heating and lighting plants are in readiness should the regular system momentarily cease. Quietly operating escalators swiftly carry the customer from one floor to the other. Illumination throughout is scientifically designed, enhances the interior and is restful for the eye. Deeply upholstered and inviting lounges make a cheery rendezvous for patrons. Spacious stairways, easy-to-shop-at counters, carpeted floors, sanitary washrooms, wide aisles, helpful directional panels, and a host of other energy-saving conveniences make shopping in the new store a pleasure for everyone.

The finest and most recent fire-resisting system known is part of the equipment. More than a thousand individual sprinklers exist throughout the entire establishment. Any one of them automatically jets a powerful stream of water if the temperature in its locality soars above a certain degree. Thousands of gallons of water could be released within a matter of seconds in the store if a fire broke out. Each sprinkler is connected to an alarm in the building as well as one in the city fire station.

An entrancing array of colours plays a leading role in the scheme of decoration—velvety creams, sky blues, delicate pinks, tones of brown, inviting burgundies, enchanting greens, and a profusion of other charming hues.

Fort Edmonton from across the river.

The "Big House" inside Fort Edmonton, 1871.

The Stone Carvings

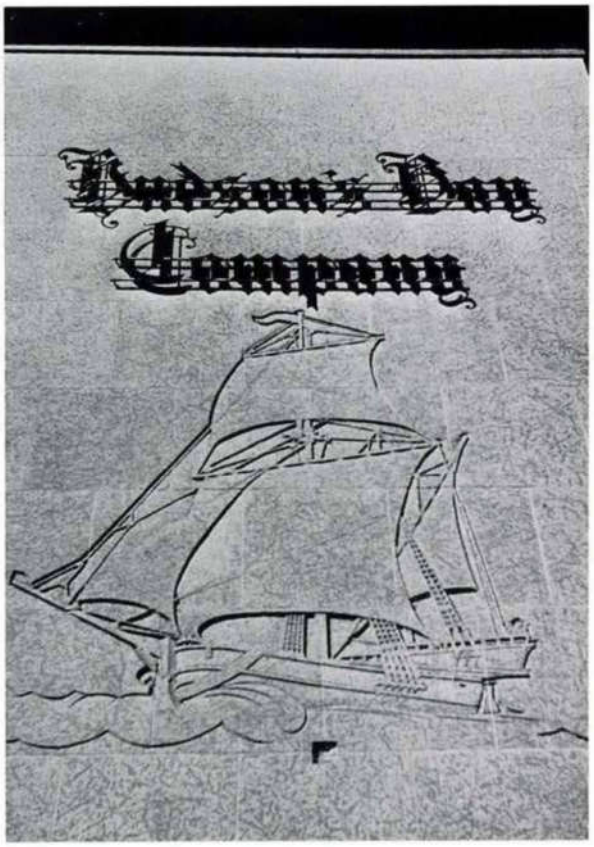
Above the four entrances to the store, these stone carvings recall the epic of western pioneering in which the Company played so important a part.

First comes the "Nonsuch" ketch, plunging across the Atlantic in 1668 to found the first Company trading fort on James Bay.

Next, a bearded fur-trader, with flintlock musket. He stands by the bow of his canoe, a symbol of the far-flung trade which opened the West to civilization.

There follows a York boat—that sturdy craft which, after the union with the North West Company, so largely supplanted the big canoe as a freight carrier between Edmonton and York Factory.

And lastly, the settler with his plough, successor to the Indian and the fur-trader on the broad, fertile prairies of the West.



HBC in Edmonton

EDMONTON was founded by the Hudson's Bay Company, and the Hudson's Bay Company has grown with Edmonton. Striking evidence of that growth is found in glancing back over the last half-century. Since 1890, the Edmonton store of the Company has been enlarged or rebuilt no fewer than nine times to take care of growing business.

Even in the old days of the trading fort, Edmonton House, as it was known, was rebuilt three times after its founding. The first one was erected in 1795, close to the North West Company's Fort Augustus, about twenty miles down the Saskatchewan River from the present city. Six or seven years later, both forts were moved to the site of modern Edmonton. In 1810 they were again transferred, this time to a spot about one hundred and twenty-five miles downstream. And finally in 1813 they were moved back to the place where Edmonton now stands.

The site chosen, on the high ground above the Saskatchewan, was evidently a splendid one. For a full century the fort stood there, and many were the famous men who enjoyed the security and hospitality they found within its palisades.

Two years after the union of the Hudson's Bay Company and North West Company, bluff John Rowand, who had been stationed there as a Nor'wester in 1808, took command, and for thirty-two years he ruled the Saskatchewan District with courage and firmness. "The most influential white man among the wild tribes of the Plains," Simpson called him. The little Governor himself often visited the fort on his flying trips; Father

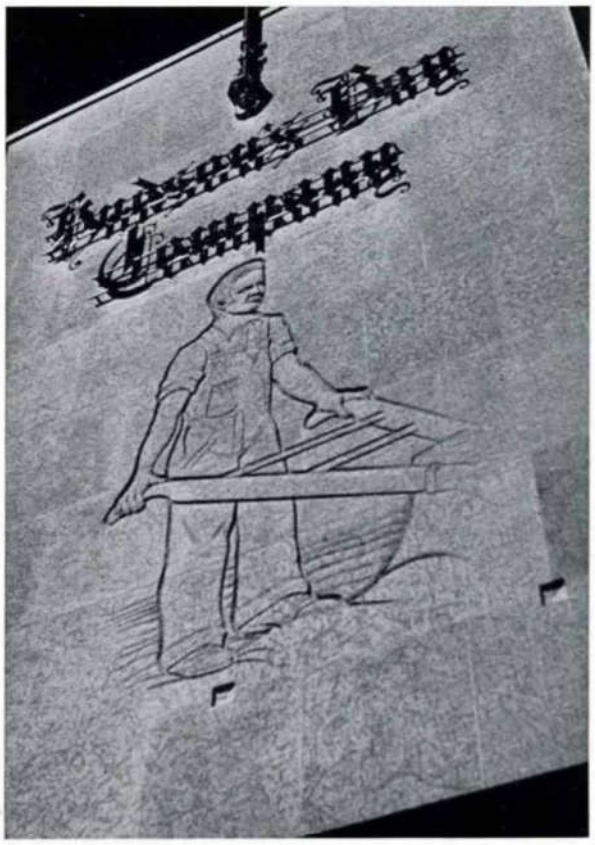
Lacombe was always welcome there; Paul Kane, the artist, wintered there in 1847-8, and found the fort well stocked with buffalo meat and home-grown wheat and barley and vegetables.

Edmonton at that time had a population of one hundred and thirty—a metropolis for those days. Its chief industries, besides the trade in furs and hides, were the building of York boats and the making of pemmican. With its high palisades and battlemented gateways, it presented an imposing front to the approaching traveller, and the barbaric splendour of its Great Hall was famed throughout the West.

Shortly after the surrender of Rupert's Land to Canada, Richard Hardisty, then in charge, built his big house outside the palisades. The Mounties arrived in 1874, and five years later a settlement sprang up near the fort, whose palisades were beginning to disappear.

To keep abreast of the changing times, the Company decided to build a saleshop in the settlement, and in 1890 they erected a one-story frame building at the corner of Jasper avenue and Fraser (now 97th street). With the coming of the Canadian Pacific Railway and the resultant growth of the village, this store soon proved too small, and four or five years later the Company built their second shop—a two-story frame structure at the corner of Jasper and 103rd street. This was the most modern emporium in Edmonton—just as the great department store that covers its site is the last word in modernity today.

The Klondyke gold rush of 1897-8 gave a great impetus to the growing town and the store itself did a roaring business. In 1904, Edmonton was incorporated as a city, and the next year it became the capital of the



new province of Alberta. About the same time, the Canadian Northern reached the city, and business boomed again.

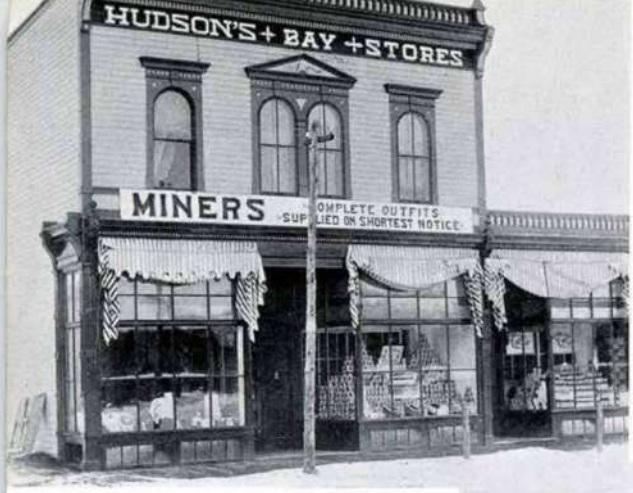
The frame store on Jasper avenue was accordingly moved back along 103rd street to become fur-trade headquarters, and a three-story brick building erected in its place. With its elevators, large mirrors, and other innovations, it was a great source of amazement for the visiting Indians and their families who gathered in all their finery at treaty time to listen to the store manager's harangue and make their purchases.

In 1910 the Grand Trunk Pacific reached Edmonton, and the next year it was found necessary to add another story to the store. The following year a five-story brick warehouse for the wholesale and land offices took the place of the old frame building, and a six-story addition to the store was erected between the two.

In 1912 also the town of Strathcona across the river was united with Edmonton, and the next year the Canadian Pacific Railway crossed the Saskatchewan into the heart of the growing city. Meanwhile, the Parliament buildings had been erected near the old fort, and in 1915, the last vestiges of its historic square-timbered buildings were torn down to make way for lawns.

After the War, the retail store took over the wholesale building, and bridged the gap between. Even this addition proved inadequate for the demands of increasing trade, and in 1926 a one-story extension was made along Jasper avenue to 102nd street.

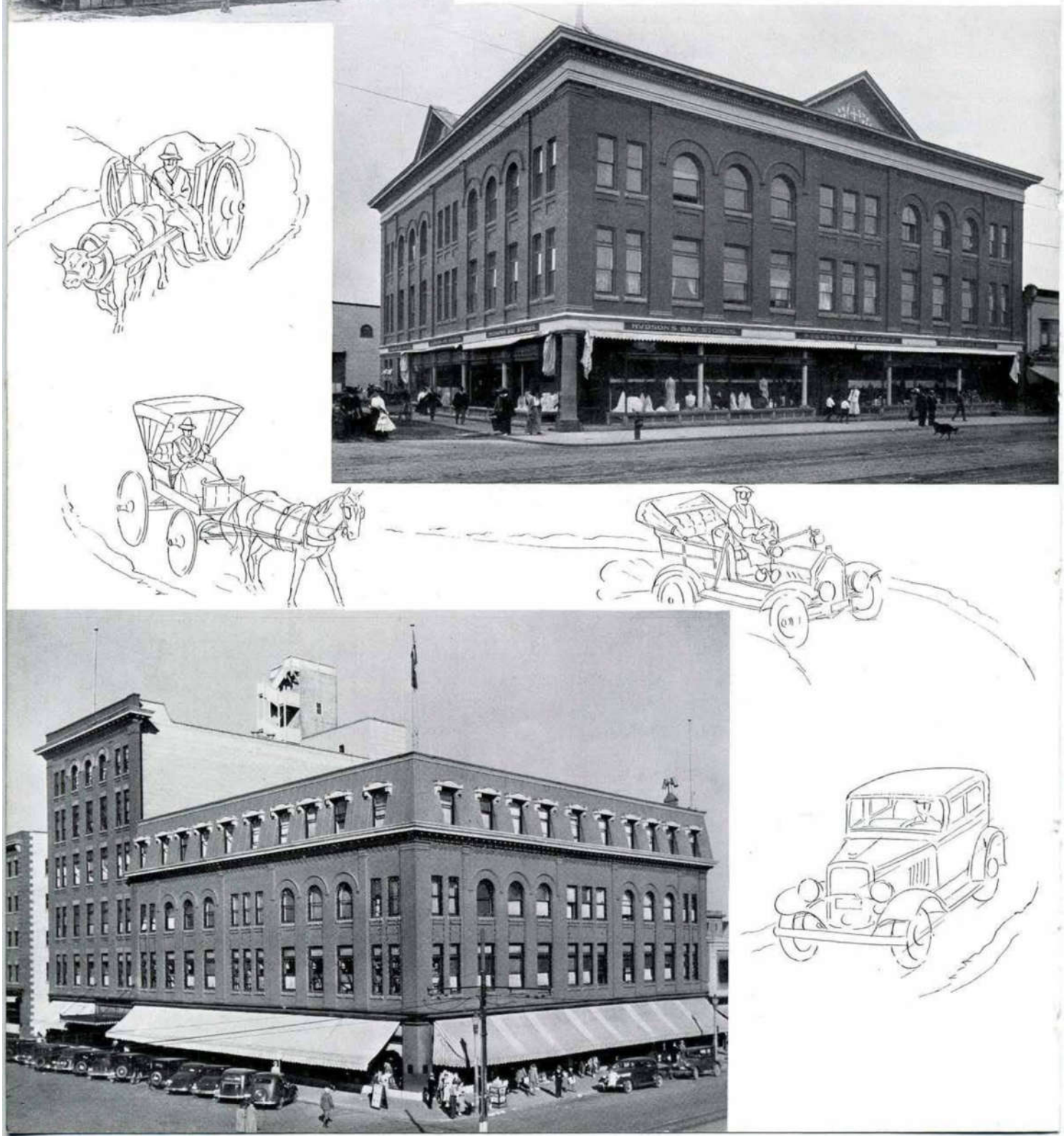
Finally, in 1938, construction was begun on the magnificent new building that was completed in November of this year.



Top: The 1894 store, corner of Jasper and 103rd street, at the time of the Klondyke gold-rush.

Centre: The 1905 store on the same site. Part of the old 1894 store shows on the left.

Bottom: Right to left: The 1905 store with the fourth story added in 1911; the six-story addition of 1912; the wholesale and land department building of 1912, later taken over by the store.



He Worked for Simpson

by R. L. Taylor

READERS of Simpson's Athabasca Journal will remember with some pleasure his encounters with one Charles Thomas, master of Peace River district. They will recall how Simpson, in 1820, deposed him and put Duncan Finlayson in his place. But when Finlayson went east in the spring, Thomas had to be reinstated, and despite the future governor's strict policy of "Oeconomy" in the Athabasca Department, Thomas succeeded in worming out of him a salary raise of fifty per cent!

As Mr. Rich, the editor of the Journal, so aptly remarks on this incident: "Any district master who could drive a hard bargain with George Simpson deserved a career in the fur trade." Thomas did in fact remain with the Company for many more years, and in the course of his career was stationed as far east as Lake of Two Mountains, near Montreal. But he returned to the West, and at Lac du Brochet, in 1838, a son was born to him whom he named Daniel.

This same Daniel Thomas, at the age of one hundred and one, is still living, at Traverse Bay on Lake Winnipeg. And on November 15 this year he and his wife celebrated their seventy-fifth wedding anniversary.

Daniel joined the service of the Company at the age of fourteen eight years before Simpson died. He himself cannot recall the great Sir George; but he asserts that his elder brother Geordy may very well have driven the "Little Emperor" in his dog carriole.

When he was eighteen, Daniel made his first trip with the boat brigade to York Factory, and in time he rose to the position of boss of the brigade. He still remembers the sight of the great sailing ships anchored in the Hayes river off the Factory. In the winter he would carry the packet between Lac du Brochet and Cumberland House, and on more than one occasion he made a trading journey to the "land of the Huskies." He also remembers seeing the Eskimos come down to Brochet with hundreds of Arctic fox skins.

In 1864, at Ile à la Crosse, he married sixteen-year-old Sophia Linklater, member of an old fur-trade family. Linklaters have served the Company since the eighteenth century. Her father, Peter, had come to Ile à la Crosse to join his brother William, who had founded the post in 1799; Hugh, stationed at Albany, had been drowned on the Albany river in 1781; John had been murdered in 1799 by an Indian. George, of a later generation, was born at Albany in 1854; famed throughout the north for his great strength, he served the Company for twenty-eight years, and died only three years ago at Sault Ste. Marie.

Daniel Thomas's first trip to "civilization" was to see his aging father, who had retired to Lockport, Manitoba. There the old man died at the age of ninety-three.

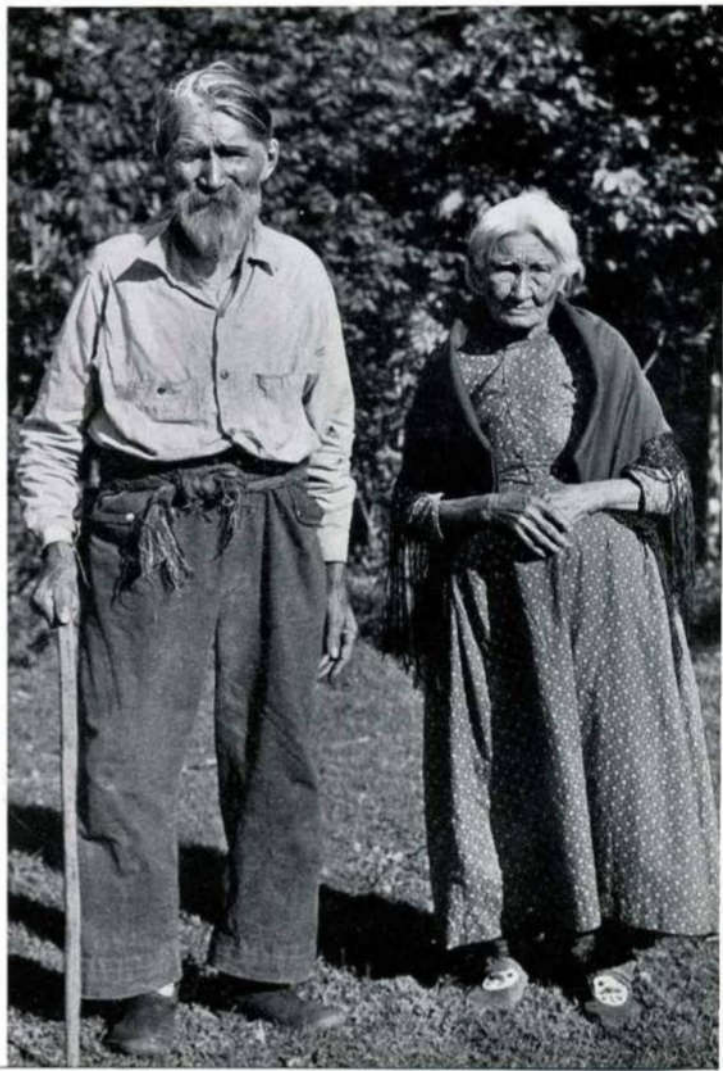
In 1895, Daniel left the Company and settled at Balsam Bay, not far from his present homestead. But every winter until he was eighty-five he returned to his old trapping grounds at Lac du Brochet.

To-day, he and his wife live alone in a small white log cabin near the shore of Traverse Bay. Not far away are a son and a daughter with their children, and his brother Geordy's widow with her descendants. The two sisters-in-law still dress deerskins in the native fashion with primitive tools (as recent additions to the Company Historical Exhibit testify), tap maples in the spring, and snare rabbits in the winter. As late as last August, Daniel walked three miles to the store, and though his eyesight is failing, he is still amazingly active.

A representative of the Company went with me on my last visit to the old couple in October. Centenarian Daniel was delighted with his gift of Imperial Mixture and a bright new Assumption sash to replace his old one. But when I gave him a copy of the photo that appears on this page, he peered at it for a moment in some puzzlement.

"Do you know who that is?" I asked him. Then his wrinkled old face lit up. "Sure," he answered, "it's the Boss of Traverse Bay!" and broke into a roar of laughter.

Mr. and Mrs. Thomas were married at Ile a la Crosse in 1864. He is 101, she 91.



WHEN IS AN ELKC NOT AN ELK

by Clifford Wilson

IF the answer to this zoological conundrum had been more widely known a few months ago, His Majesty the King would never have received from the Hudson's Bay Company last Empire Day a pair of magnificent wapiti heads. Because the answer is:

"When it's a moose."

E. Tappan Adney, the expert on heraldry, Indian canoes, wild animals and other related subjects, who aided Sherriff Scott in drawing up the fine murals in the Winnipeg store, was the first to call attention to this confusion in nomenclature. The wapiti, he held, was unknown to the founders of the Company, because "that animal has never been known east of the Upper Saskatchewan River"; so that when the terms of the Charter called for the payment of "two elkes" as royal rent, some animal other than the wapiti was referred to.

To-day, of course, when you speak of a Canadian elk, it is plain to the meanest intellect that you are referring to *Cervus canadensis*. But when the legal gentlemen who drew up the Charter in 1670 wrote "elke," there wasn't a doubt in the world that they meant *Alces americana*.

And that is most reasonable, because *A. americana*, which is our moose, looks almost exactly like *Alces alces*, then and now known in Europe as an elk(e); but it doesn't look at all like *C. canadensis*. In fact, if the charter had only been drawn up in Latin, the error might never have been made.

Moose is what the Ojibway Indians call the ungulate with the palmated antlers, because he is an "eater of twigs." The French used the Basque term *orenac* (deer), and converted it to *orignac* and later to *orignal;* and the latter is still the French Canadian name. Baron Lahontan, in the English version of his book published in 1703, refers to them as Orignals or Elks, and gives a highly entertaining and informative account of an Indian winter moose-hunt in which he joined, north of the St. Lawrence.

"The Orignal," he writes, "is a sort of Elk, not much different from that we find in Muscovy. 'Tis as big as an Auvergne Moyle [Mule?], and much of the same shape, abating for its Muzzle, its Tail, and its great flat Horns, which weigh sometimes 300, and sometimes 400 weight, if we may credit those who pretend to have weigh'd 'em. . . . The Flesh of the Orignal, especially that of the Female sort, eats deliciously; and 'tis said, that the far hind Foot of the Female kind, is a Cure for the Falling-Sickness."

Nobody knows who first started calling the wapiti an elk, but it seems to have had an American origin. A writer of 1650 states that Virginia has plenty of deer, and in addition, "Elks bigger than Oxen." As the moose never got anywhere near Virginia, the "Elks" were evidently wapiti.

Although they are now confined to comparatively small areas in the West, they originally roamed over a much larger part of Canada, as the map by Thompson Seton shows. References of early French writers to *cerfs* along the St. Lawrence can hardly be taken (as they are by some modern writers) as evidence that they were talking about wapiti. But when later writers refer to elks and moose, as Sir Alexander Mackenzie does, it is obvious that they knew the difference. Mackenzie gives the Cree name for "elk" as *moustouche*, and for moose as *mouswah*.

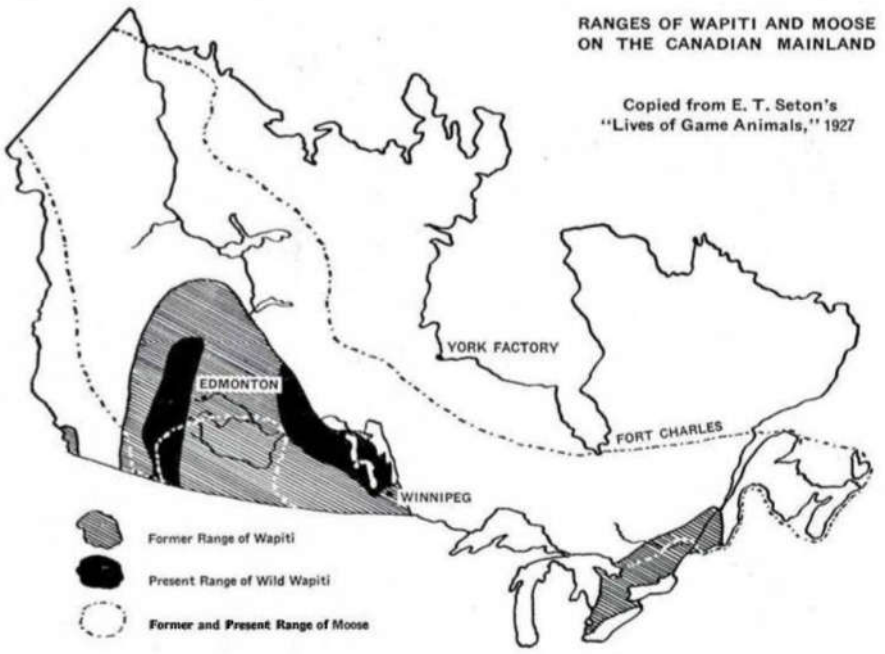
One Mark Catesby, writing in 1721 about "The Stag of America," says very truly that "they are improperly called Elks." "The French in America," he adds, "call this beast the Canada Stag." This is possibly what influenced the naturalist Erxleben in his choice of a scientific name for the species; because the Latin

name, *Cervus canadensis*, is simply a translation of the French-Canadian *Cerf du Canada*. Not until 1806 did it officially receive its present common name, when the Shawnee word *wapiti* was bestowed upon it by Dr. B. S. Barton.

In opposition to Mr. Adney's statement, reliable evidence is on record that they were often seen in the Ottawa Valley and about the Saguenay as recently as the early 1800's. W. P. Lett, writing in the Transactions of the Ottawa Naturalists' Field Club in 1884, says: "One hundred years ago these animals were still present in considerable numbers in the County of Carleton, the hardwood forests of which were their favorite haunts. The horns of the Wapiti are still quite frequently turned up by the plough in the vicinity of the city of Ottawa. . . . Mr. Rice Honeywell, one of the earliest settlers in this region, positively affirms that within the last seventy years he has seen the Wapiti both alive and dead on the old Thompson farm, within four miles of the city of Ottawa. Mr. Honeywell knows well the difference between a Wapiti and a Moose as he frequently saw many of the latter in the same locality."

To-day, Riding Mountain National Park in Manitoba contains the largest herd of wild wapiti on the continent. But the nearest they ever got to Hudson Bay in historic times, seems to have been the north end of Lake Winnipeg.

The moose, on the other hand, penetrated to the shores of James Bay, and it is likely that Groseilliers and Gillam tasted their flesh more than once that first winter of 1668-9 at Fort Charles. Anyone familiar with the European elk, seeing a moose for the first time, would unhesitatingly call it an elk too; because the only basic difference between the two is that the American animal is larger.



RANGES OF WAPITI AND MOOSE ON THE CANADIAN MAINLAND

Copied from E. T. Seton's "Lives of Game Animals," 1927

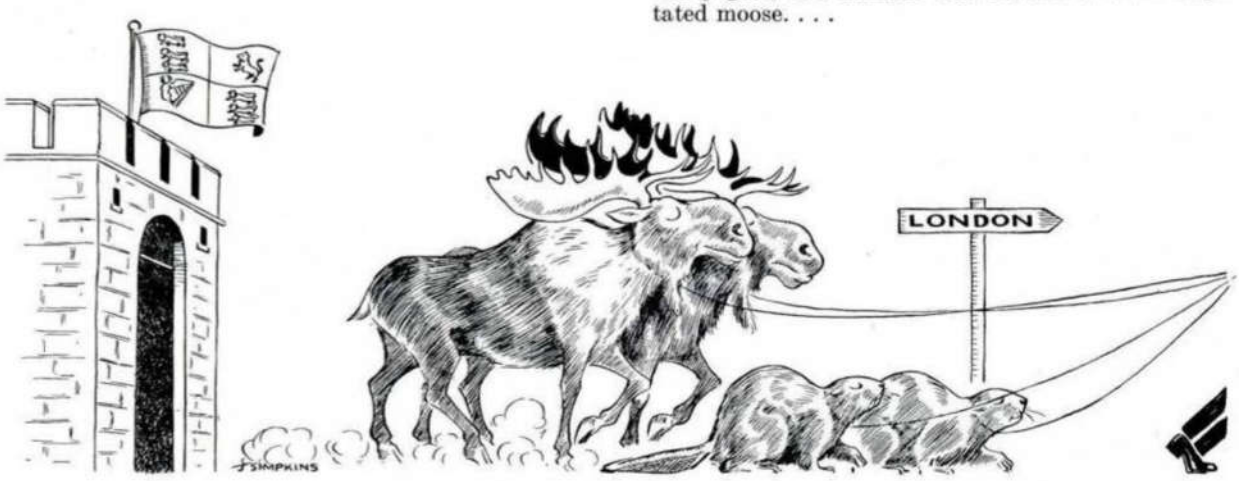
If any further proof is needed that an elke was really a moose, reference can be made to the monumental six-volume opus by Richard Lydekker, F.R.S., entitled (suitably enough for the present discussion) *The Royal Natural History*. On page 375 of volume II, under the heading "The Elk or Moose," are to be found these words:

"The largest living representative of the deer family is the animal known in Europe as the elk and in North America as the moose."

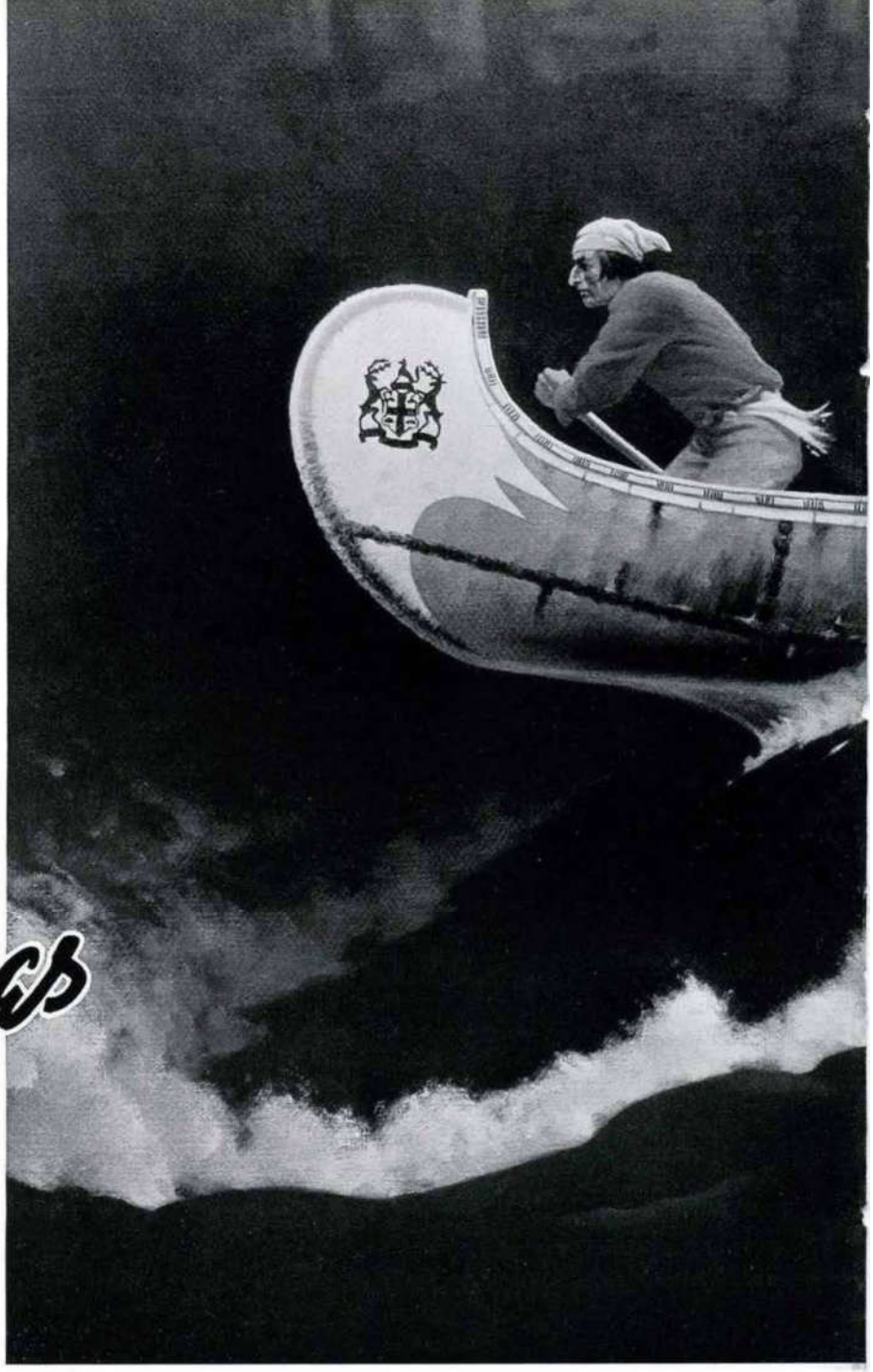
And on page 349: "The New World representative of the present group is the well-known North American wapiti, persistently misnamed elk in its native country."

Perhaps, though, it would be wiser not to be too pedantic about this Royal Rent business. For there's always the possibility that Buckingham Palace might also become finicking, and not only demand what should have been paid in the first place, but insist that the letter of the Charter should be fulfilled.

In which case, the King's equerry, or whoever looks after these quaint Stuart customs, would be under the embarrassing necessity of leading away from Fort Garry gate, two unmade beavers, and two undecapitated moose. . . .



Building the Big Canoes



Judge F. W. Howay

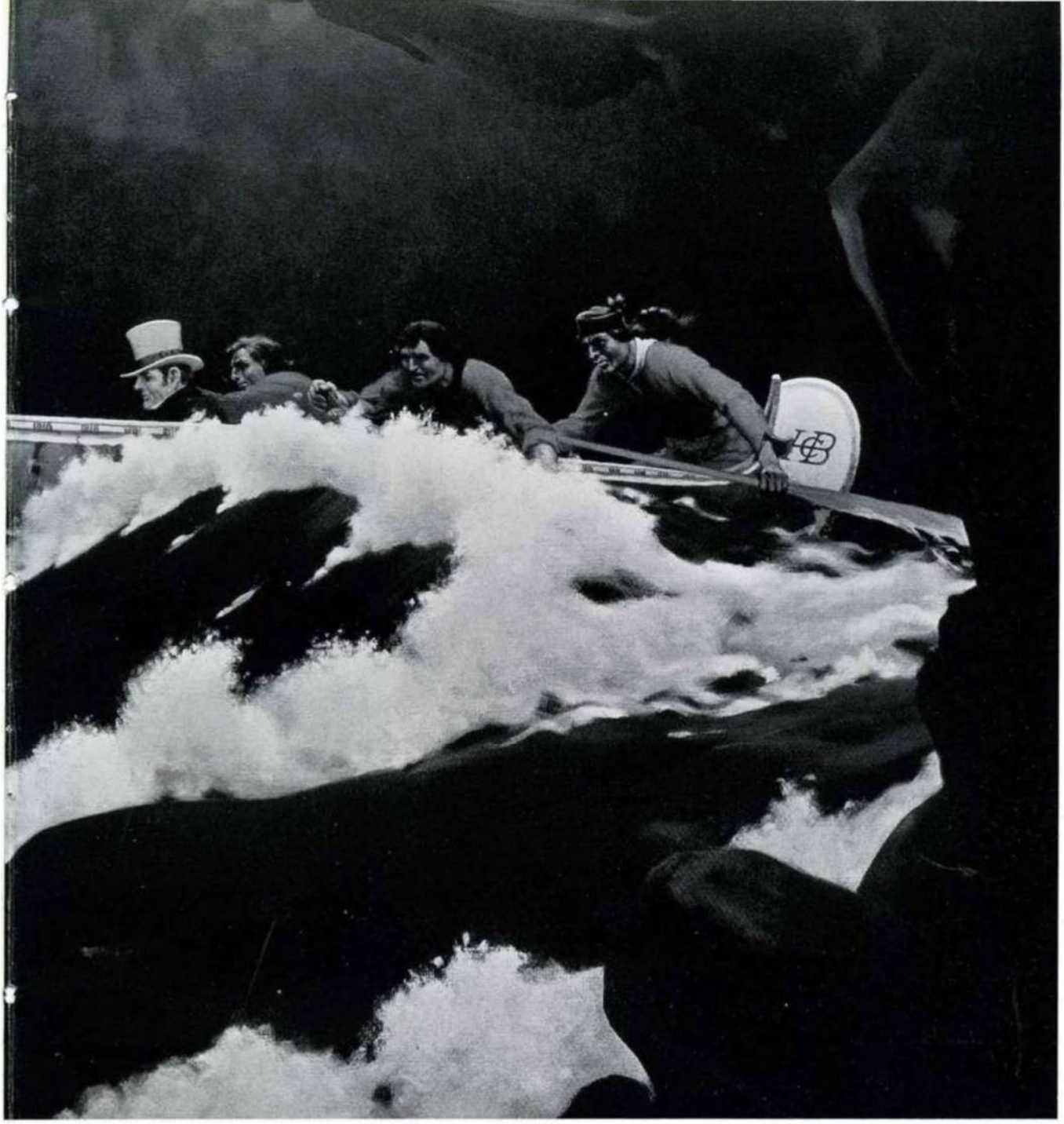
Historic Sites and Monuments Board

THE voyageur and his birch-bark canoe have figured for centuries in song and story. They are as inseparable as the Arab and his steed. The light of history, tinged with the glamour of romance, shines on them both.

The birch-bark canoe, so essential a part of western exploration, varied greatly in different localities. As far as the Great Lakes, the *canot de maitre*, or Montreal canoe, held undisputed sway. It was the largest of the family—usually thirty-five to forty feet long—and could carry a cargo of five tons with a crew of sixteen or eighteen. West of Lake Superior reigned the *canot du nord*, or North canoe, a smaller vessel about twenty-five feet long, manned by eight or nine paddlers. Between these two was a hybrid, commonly called *batard* or bastard canoe. Two diminutives complete the list: the half-canoe and the light canoe.

Most books of travel in the early days of the West refer to these craft, but they concern themselves only with their size, capacity, qualities, or crew. One would think that canoes grew like grass, indigenous to the soil, so scanty are the references to their construction.

Nicolas Denys, it is true, in his *Description and Natural History of Acadia* (1672), enters into a detailed account of the manner of constructing the birch-bark canoe in Nova Scotia; and Alexander Henry, in his *Travels and Adventures*, has supplied us with a brief description of the method of manufacture of the canot



Governor Simpson shoots the rapids of the Fraser Canyon. From the painting by Arthur Heming.

de maitre. But the most illuminating account of the way in which the canot de maitre was built is contained in the well-known *Diary* of Nicholas Garry, Deputy-Governor of the Hudson's Bay Company. In June, 1821, when he embarked at Lachine on his journey to Hudson Bay he wrote:

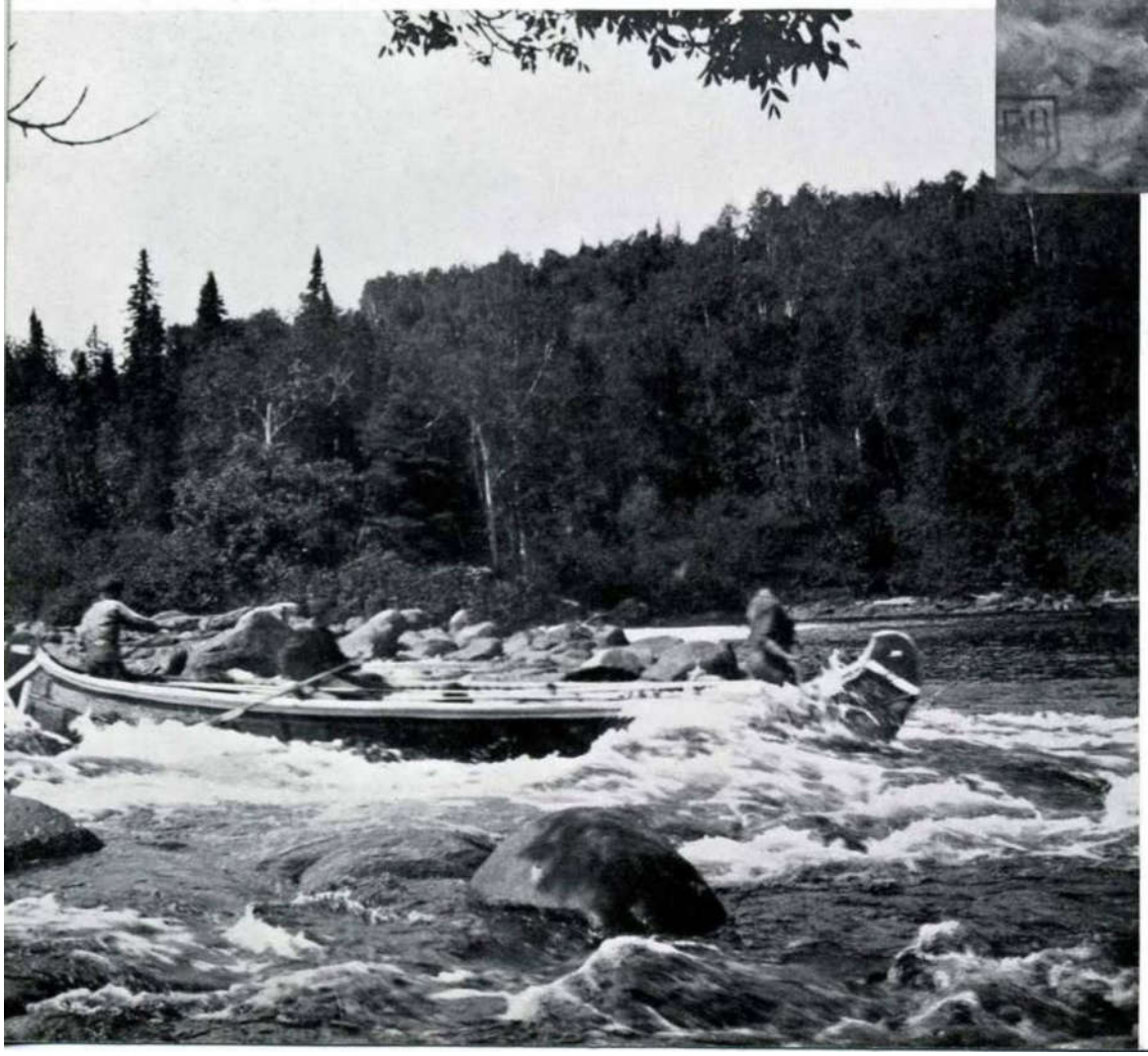
"Our canoe is 36 feet in Length and about 6 feet extreme Breadth. It is constructed entirely of Bark, Cedar Splints, the Roots of the Spruce, and the Pitch of the yellow pine, with no Iron except a few Nails to fasten the Top of the Frame or Gunwale. The extreme width is six feet from whence it tapers gradually towards Bow and Stern to a wedge like Point and is turned over from the extremities towards the Centre so as to have in some degree the Resemblance of a Head of a Violin. They are made of the Bark of the White Birch which is peeled from the Tree in large Sheets, left to dry for some time and then bent over a slender frame of Cedar Ribs, confined by Gunwales which are kept apart by slender Bars of the same wood running across. Around this the Bark is sewed by the slender and flexible Roots of the young Spruce Tree called Wattape and also where the pieces of Bark join so that the Gunwales resemble the Rim of an Indian Basket. The joinings are afterwards luted and rendered water-tight by a coat of Pine Pitch called Gum. In the third cross Bar an Aperture is cut for the Mast so that a Sail can be employed. Seats for the Paddlers are

made by suspending a strip of Board on the Cords in such a manner that they do not press against the Sides."

Of the *canot du nord* or North canoe, Garry only says: "Our canoes are much smaller than the Montreal Canoe and are called the 'North Canoes,' which Designation 'North Men' is given to the Men who from long Experience and being more inured to the Changes of Climate and Fatigue and Privations are more hardy."

The most enlightening description of the building of a North canoe I have seen is contained in the manuscript Journal of Lieutenant Robert Hood. This man, as is well known, was one of the members of Captain (later Sir) John Franklin's land exploration party on his first journey to the Polar Sea, 1819-1822. It will be remembered that Lieutenant Hood was murdered in October 1821, whilst attempting with a forlorn-hope detachment to cross the Barren Grounds. His manuscript Journal and many of his fine water-colour sketches of the north land are in the possession of his grandnephew in Vancouver, and with his permission I give the following quotation from that interesting document. He and some others of the expedition spent the winter of 1819-1820 at Cumberland House, and in May, when preparations were being made to send out the furs which had been collected, it became necessary for the employees of the Hudson's Bay Company to build some birch-bark canoes. Hood, an interested

Half-size canoe on the Vermilion river. "H B C" on stern. Photo by T. A. Sinclair, 1898.



Public Archives of Canada

Canot de maitre. From the painting by Mrs. E. M. Hopkins, wife of Sir George Simpson's secretary.

spectator, looked on at this (to him) novel kind of construction, and described what he saw. He says:

"People were employed to build canoes, and as these are the only vessels now used to the northward of Cumberland House they deserve particular description. They are constructed of birch-bark, which is stripped from the tree in April by making a fire round it, or by cutting it down and hewing it into logs of the length required for the bark. A canoe house is erected, open at the sides and floored or crossed by several timbers. Pieces of bark are sewed together with the root of the pine, of a sufficient length to form the bottom, and upon it is laid a frame, pointed at each extremity, and pressed down by posts introduced between it and the beams of the house. Other pieces are attached on each side to the first, and the sides being kept together by stakes, the canoe is cut out while thus doubled, so that they are exactly similar. The ends are curves including about two-thirds of a circle, and the middle rises in proportion to the breadth intended for the canoe. The sides are then separated, and wooden gunwales 1½ inches square, pierced to receive the timbers, are strongly sewed to them. Frames of thin laths confined to a curve by a piece of wood joining the extremities are fitted to the stem and stern, and the edges of the bark sewed round them. The inside is rubbed over with a mixture of pitch and grease and covered with their splints placed along the bottom and sides, the frame having been taken out. The timbers, of which there are 60 or 70 made of cedar, are bent by the hand, and the ends inserted into the gunwales; after which they are driven gradually by a mallet into a vertical position. The bark is wetted with hot water, and the canoe occasionally lifted by slings from the beams to force out the inequalities of the surface. Nine small bars are fixed to the gunwales across the canoe, and the seats for the paddlers are suspended at each end. The last office is to cover all the seams on the outside with a mixture of pitch and grease boiled together.

"The shape of the canoe is now a round bottom, sharp extremities, gunwales in a plane parallel to the horizon, and circular prows and sterns, elevated 1 foot above them, the former of which is larger than the latter. The paddles are 4 feet long, with narrow blades; and a small square sail completes the equipment. But a canoe, having no keel, can only cross the direction of the wind at a very oblique angle.

A rare photograph of a North canoe in action. Foreman and steersman both stand, middlemen sit two to a thwart By T. A. Sinclair, 1898.

"The largest canoes are 32 feet in length, 5½ in breadth, and 2½ in depth. They are borne across the longest portages by two men: the foreman and the steersman; and though their materials are so slight, they will carry 3200 pounds each besides the crew. A loaded canoe has 6 paddlers, two of whom sit upon each bench, the foreman being single, and the steersman standing in the stern with a long paddle. A lightly loaded canoe can stow conveniently 10 paddlers, and is capable of going 7 miles an hour for a whole day. The large flat heads greatly impede their speed when not paddling directly against the wind. This injudicious model has been adopted by the Canadians who imagine that it is an additional beauty.

"The canoes of the southern Indians are built in the same manner, but without a house; and they are small enough to be managed, if necessary, by one man who sits in the bottom and uses a single paddle."

The "large flat heads," however, had their uses. In rapids or on rough lakes they prevented water from getting in at bow and stern; and at night, when the canoe was turned over on the beach, they held it up in such a way as to form a convenient shelter for the weary voyageurs.

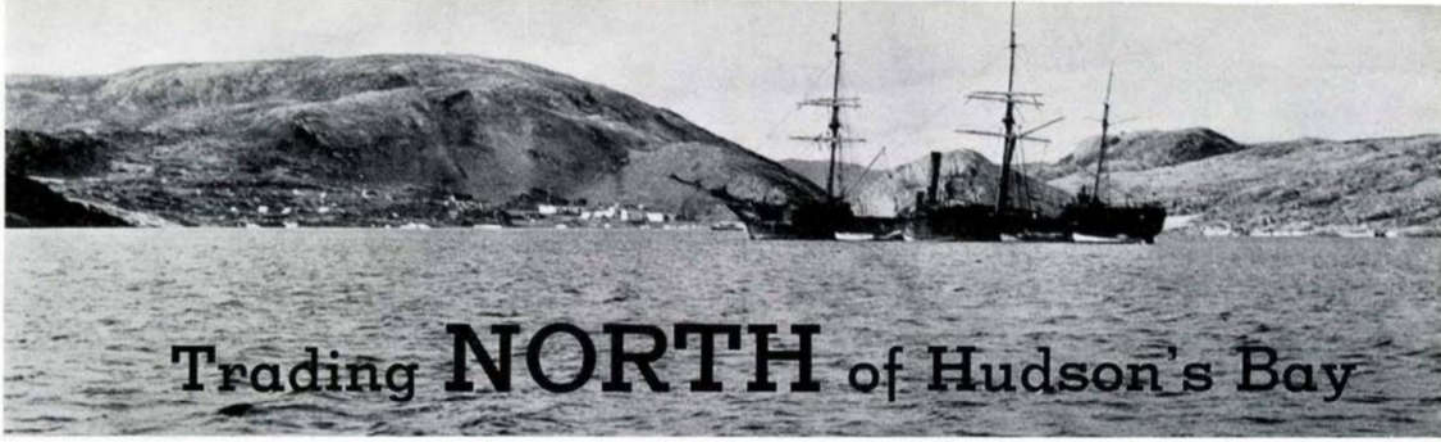
The Canadians, too, may be pardoned for imagining that the high-curving ends gave the canoe additional beauty. Malcolm McLeod, describing Governor Simpson's North canoe on his famous sea-to-sea journey of 1828, writes:

"The Governor's canoe was the most beautiful thing of the kind I ever saw; beautiful in its lines of faultless fineness, and in its form and every feature; the bow, a magnificent curve of bark, gaudily but tastefully painted, that would have made a Roman rostrum of old hide its diminished head. The paddles, painted red with vermilion, were made to match, and the whole thing in its kind was of faultless grace and beauty—beauty in the sense of graceful and perfect fitness to its end."

To-day, North canoes have gone the way of the York boats. But occasionally one finds them hidden away in unexpected places. At least two are to be found at Sault Ste. Marie—one on the American side at the Country Club, the other on the Canadian side at the Boat Club. On the bow of the latter is painted a Union Jack, and on the stern a Blue Ensign. According to Judge Caldwell at the Michigan Soo, who had them preserved about thirty years ago, this canoe made the trip six times from the Great Lakes to Hudson Bay. Such a record speaks well for the skill of its forgotten builders.

North canoe with passengers on Missanaibi river.

Copyright A. A. Chesterfield



Trading NORTH of Hudson's Bay

HBC S.S. "Pelican," from which Mr. Parsons established Wolstenholme Post in 1909. She is shown anchored off Lake Harbour Post, established 1911.

by J. W. Anderson

NOT quite three hundred and thirty years ago, Henry Hudson sailed through the strait that bears his name, and anchored in what is now Eric's Cove to take on fresh water for his men. To the bold headland towering above the cove he gave the name of Wolstenholme.

Not quite three hundred years later, men of the Hudson's Bay Company steamed through the same strait, anchored in the same cove, and built there a trading post to which they gave the same name, Wolstenholme.

Thus, after nearly two and a half centuries of trading into Hudson's Bay, the Company began to trade to the north of it. It was the first post built specially for trade with the Eskimos, and its establishment was the result of one of those fortunate combinations of the man with the hour.

The "hour" came when the Arctic or white fox, practically the only fur of considerable volume in all that vast Arctic area, became of sufficient value to make trading profitable in a region where operating costs are extremely high. The man was found in the person of Ralph Parsons, who had the vision and the imagination to grasp the opportunity that presented itself.

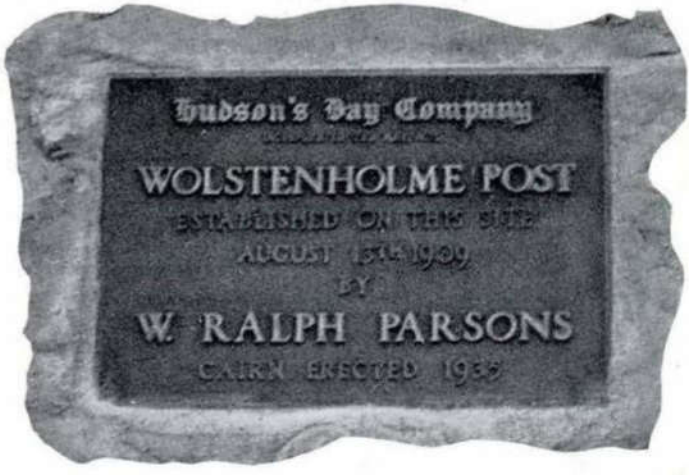
It is true that other posts in nearly the same latitude had been previously built by the Company. Fort Churchill was established in 1717 and Fort Chimo in 1830. But these were both sub-arctic posts, in the sense that they were located on the northern fringe of the forest, and the skins they traded in were those of animals inhabiting the woodlands. Wolstenholme marked the first step in tapping the fur resources of the treeless Arctic.

Its establishment in August, 1909, long before there was any radio or other modern form of communication with the outside world, was quite an adventure in itself, and many a tale could be told of those early Arctic pioneering days. It took some time even to get in touch with the natives, but eventually this was done and a thriving trade developed. Other posts followed in quick succession. Lake Harbour, on the north side of Hudson Strait, was established in 1911; Cape Dorset, also on the north side, in 1913. Then followed another move to the south side of the Straits for the establishment of Stupart's Bay in 1914. Starting north up Davis Straits with the establishment of Frobisher Bay in 1914, a halt was called for the duration of the Great War. Pangnirtung and Pond's Inlet were established in 1921; Clyde in 1923 and Arctic Bay in 1926. The creation of an Arctic game preserve by the Government led to the closing of Arctic Bay and several other posts for a few years; but Arctic Bay was re-opened in 1936, and this was followed by the establishment of Fort Ross on the Bellot Strait in 1937. With the meeting of the Hudson's Bay Company ships R.M.S. *Nascopie* and the M.S. *Aklavik* at Fort Ross in 1937, the Northwest Passage was finally brought into being as a commercial route across the top of the world.

The earlier Arctic posts were established with the assistance of the Company's ship *Pelican*, with the famous motor vessel *Daryl* doing the local work. Later the good ship *Nascopie* took up the work and has carried the Arctic freight up to the present day. For three seasons now, the *Nascopie* has delivered freight without fail to Fort Ross on the Bellot Strait. This encourages us to presume that the Bellot Strait, the connecting link between the Eastern and Western Arctics, is reasonably easy of access. Therefore, as a step forward in the development of the Northwest Passage as a commercial route, plans are being evolved for the regular transport of freight through the Bellot Strait each season.

Not often is it given to any man in the brief span of a business career to realize an ambitious dream of business expansion. This, however, has been the lot of Ralph Parsons, Fur Trade Commissioner of the Company. His vision, "Trading *north of* Hudson's Bay," has become a reality, and now we have the famous H B C flag dotted all over the Eastern Arctic right through to the connecting link, Fort Ross. The process has been gradual; setbacks have been encountered, but always the course was held "north of Hudson's Bay." As a result of the realization of this vision, new wealth has been created and the Eskimo has benefited from the use of the white man's products brought to him in exchange for his furs.

Tablet erected at Wolstenholme in 1935.



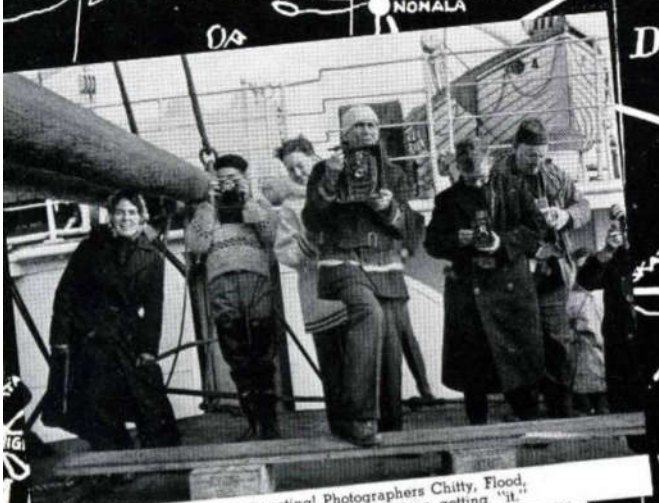
SUMMER CRUISE

Just before the "Nascopie" sails from Montreal on July 8, Fur Trade Commissioner Ralph Parsons, Major D. L. McKeand, Captain Thomas Smellie and the Governor, Patrick Ashley Cooper, talk over their 1934 trip.

We have always insisted that baby carriages went into the Arctic, and here's the proof. District Accountant O. M. Demment and a friend carry one on board for Mrs. Webster's baby at Cape Smith.

With a flutter of flags and farewells from many well-wishers, the stout ship swings into the channel, northbound for adventures in the Arctic

Ploughing through ice-infested waters.



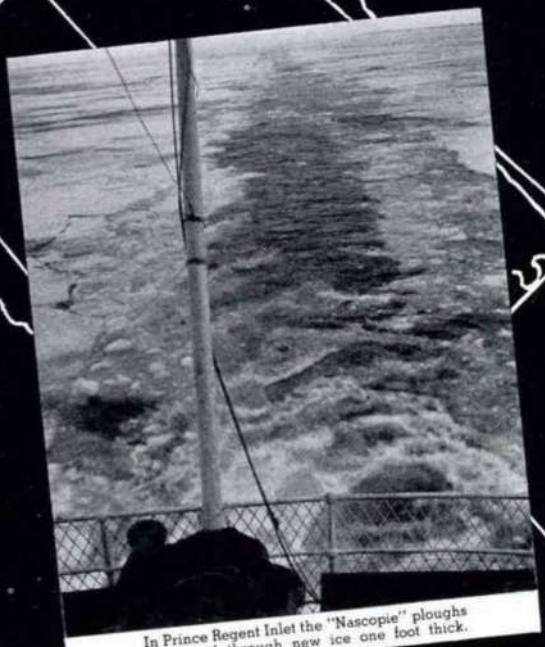
It must be interesting! Photographers Chitty, Flood, Marriott and Sherzer seem intent on getting "it."

Doc Williams examines Eskimo teeth at Chesterfield.

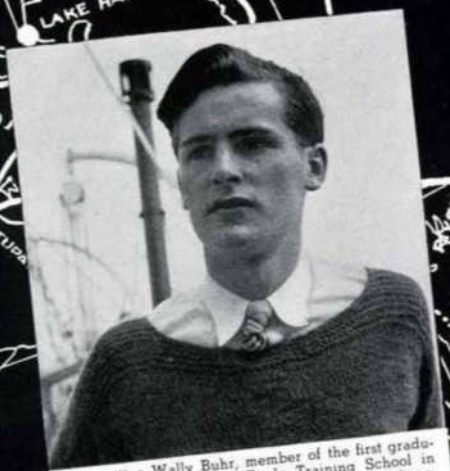
TO THE ARCTIC - 1939

PHOTOGRAPHS BY J.W. ANDERSON

The R.C.M.P. detachment at Craig Harbour (Lce.-Cpl. Hamilton in charge) boards the "Nascopie" under difficulties.

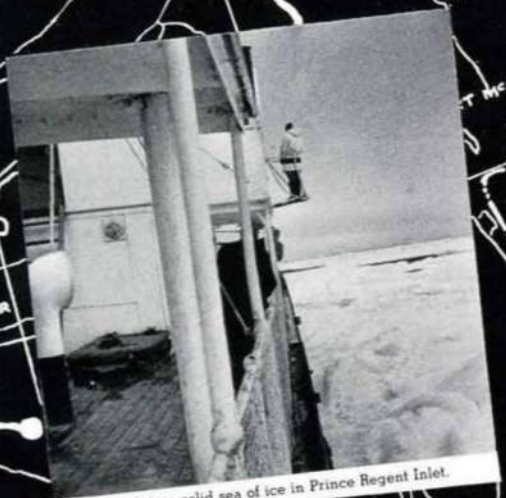


In Prince Regent Inlet the "Nascopie" ploughs a channel through new ice one foot thick.



Apprentice Wally Buhr, member of the first graduating class of the Fur Trade Training School in 1937, continues his apprenticeship at Lake Harbour

King Boreas (Dr. R. L. Sutton) and Queen Aurora (Mrs. G. K. Tallman) sit on their polar bear throne for the ceremony of initiation into the "Order of the Arctic Circle," assisted by the Lord High Flautist (Max Dunbar).



Stuck in a solid sea of ice in Prince Regent Inlet.

Chief Engineer Thomas, Miss Nora West, Mrs. James Thom and daughter Sandra, first white child born on Baffin Island.

Arctic Bay Baby

Richard Marriott

Photo J. W. Anderson

IN the brave story of Canadian colonization, the pioneering white woman is a familiar and heroic figure. But only in recent years has she dared to follow her menfolk into the Arctic. To-day her influence is being felt well beyond the Arctic Circle, and the amenities of our home life are reaching to within the shadow of the Pole itself.

We had a striking example of this during our visit in September to Arctic Bay, in northern Baffin Island, the Empire's most northerly trading post. Out of the fog and ice in Lancaster Sound, the *Nascopie* steamed into the bay, bringing gifts, clothes, and baby necessities for the first white child born at this lonely post. She was Evelyn Pace Scott, daughter of Alan R. Scott, post manager at Arctic Bay.

She had been born on July 6, two days before the *Nascopie* left Montreal, and was christened while we were at the post.

Owing to the danger of the "ship time" cold, the baby had been isolated and only a handful of us witnessed the ceremony. An Anglican missionary, Canon J. H. Turner, holder of the record dog sledge trip, officiated, and the Ungava district manager for the Company, J. W. Anderson, was godfather. Miss Norah West, bound for Pangnirtung on missionary work, was the godmother.

It was an historic little ceremony, and brought back many memories. Mr. Scott had come to Canada from Peterhead, Aberdeenshire, to join the Company. In 1936, after a year's leave at home in Scotland, he was appointed post manager at lonely Arctic Bay. The following year one of the first transmitting radio stations in the eastern Arctic was installed there, and the first message he tapped to the outside world was a proposal of marriage to Miss Eileen Wallace, at Peterhead. When the *Nascopie* sailed into Arctic Bay last year, on board was his pretty Scotch bride. They were married on the ship by Right Rev. A. L. Fleming, Bishop of the Arctic. It was the most northerly wedding service ever performed in the British Empire.

Last December Mr. Anderson at Hudson's Bay House, in Winnipeg, received a radio message saying that a letter was on its way overland, 1,300 miles by dog team. The letter arrived in Montreal on July 3, five days before the *Nascopie* sailed. It stated simply that a baby was expected and outlined a list of things which would be required.

Miss Evelyn Pace, Hudson's Bay stenographer, and a great friend of Mrs. Scott, was entrusted with the shopping, and she was helped by Mrs. J. Thom, whose daughter, Sandra, had been born on Baffin Island. "It's sure to be a boy" they were told, "so blue is the colour scheme, but better add a few pink things in case." On July 7, a radio message was received from Mr. Scott. It was a baby girl.

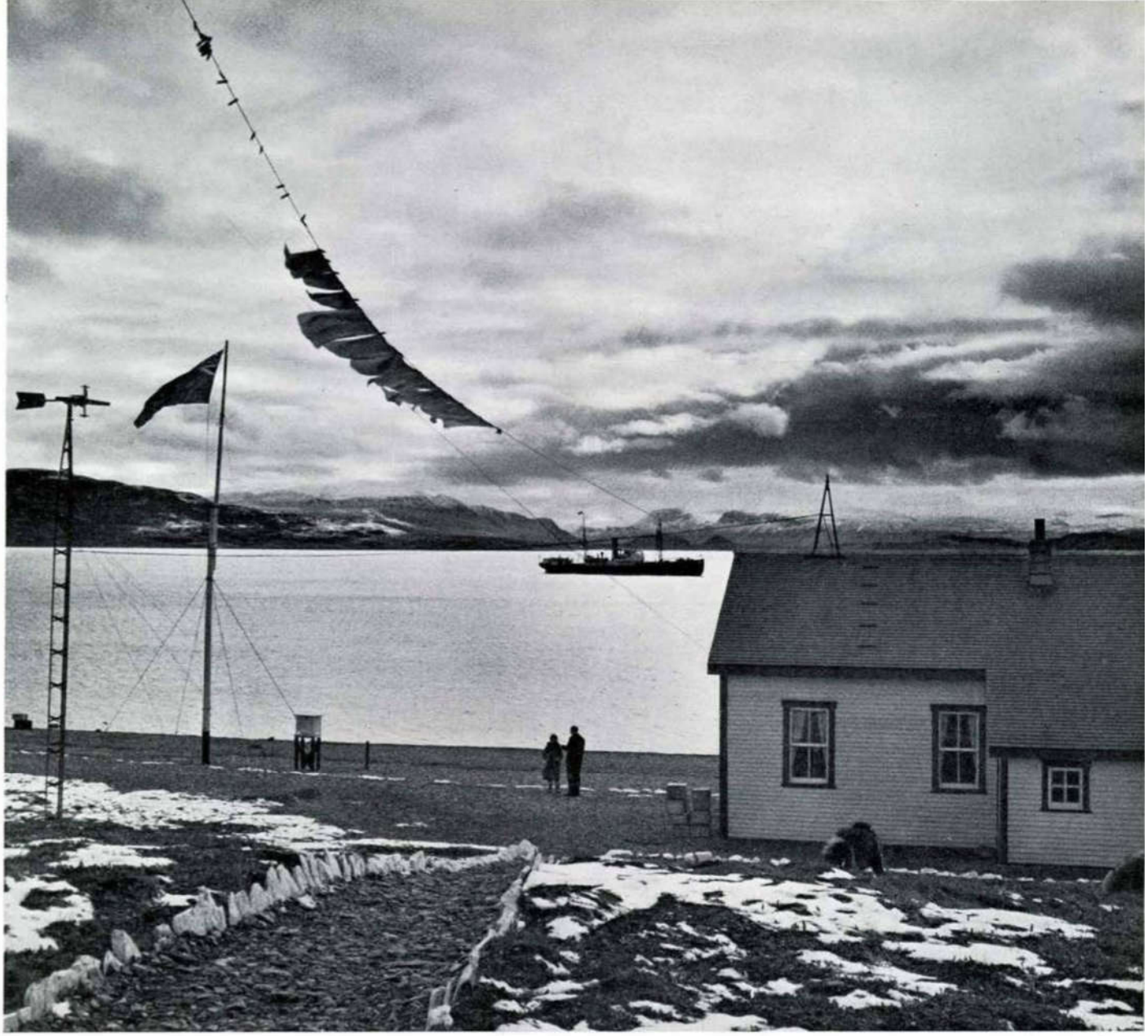
There was another frantic burst of shopping, and it was not until half an hour before the *Nascopie* drew away from the wharf on Saturday, July 8, that the last article, a feeding bottle, had been packed away.

Nearly nine hundred miles from the nearest white woman, Mrs. Scott had been attended by two Eskimo women, and there was great excitement in the Eskimo camp when the child was born. It was the first white child they had ever seen and they were proud of it.

For the christening Evelyn wore a dress which was a present from Lady Tweedsmuir, wife of the Governor-General of Canada, and a shawl sent to her from Mrs. P. Ashley Cooper, wife of the governor of the Hudson's Bay Company. The unique distinction of being born further north than any other white baby in the British Empire worried her not at all, and she lay in her godmother's arms and stared with great blue eyes at all the strange people around her. The christening was held in the cozy sitting room of the red-roofed, whitewashed post house, while outside the snow eddied and drifted against the walls, and the wind whistled under the eaves. The short summer was coming to an end, and long dark winter months lay ahead.

Mr. and Mrs. Scott came out in the little post motorboat to say good-bye to us as the *Nascopie* weighed anchor. But Evelyn lay sleeping in her cot in charge of an Eskimo nursemaid.

Most of us felt a thrill of pride as we slipped out of the harbour leaving the young couple standing there alone, waving good-bye to their last link with civilization for another year.



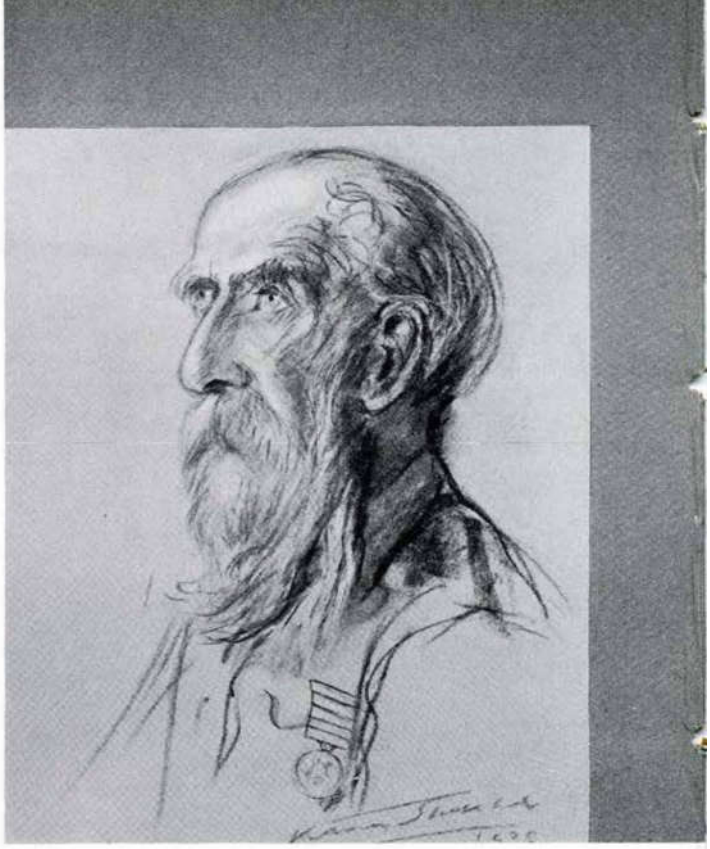
R. Marriott. "International Code" at Arctic Bay, September 4, 1939. *Courtesy Winnipeg Free Press.*

Left to right: Canon Turner, Mr. Scott, Miss West with the baby, Mrs. Scott, Captain Smellie.

The Scott family at home, with the indispensable radio. *F. Flood*

JOHN FIRTH

of Fort McPherson



Portrait by Kathleen Shackleton

THE Northwest has lost one of her most colourful figures, and the Hudson's Bay Company its second oldest pensioner, a man whose loyalty and devotion to duty remain unsurpassed in the history of the fur trade." So wrote Post Manager Ambrose of Fort McPherson, in reporting the recent death of old John Firth.

Like many another good fur trader, Mr. Firth came from Stromness, Orkney, as a lad in his teens. He first saw service at Fort McPherson—or Peel's River post, as it was known—in 1871. Later he was transferred to La Pierre House and then to Rampart House. Finally he went back again to take charge of Fort McPherson.

George M. Mitchell, who visited that post in 1898, has left a striking word-picture of its factor in *The Golden Grindstone*: "John Firth," he says, "had come out as a boy and had risen from dog-runner to factor through sheer excellence, honesty and force of character. He looked like a man of granite—square, broad, and powerful—and there was a formidable quietness about him which had a compelling effect on Eskimo and Indians. They felt that his cool grey-blue eyes were looking right into their thoughts, and minded their manners accordingly.

"Once, it was said, there had been an Eskimo chief who omitted to mind his manners. Firth was discussing with him some matter connected with the Eskimo trading and the chief, who was a notorious bully, showed himself so obnoxious and domineering and so full of impossible demands that at last Firth had to order him publicly out of the house. Half an hour later there came a knock on the door. Firth unlatched the door and was opening it warily when the Eskimo chief, who was outside, drove at him with a long heavy snow-knife. Firth was just in time to slam the door to as the blow fell, and the point of the knife sank four inches into the planking; then he quickly whisked the door open again, and this brought the Eskimo into the house headlong, on his face. Then Firth grabbed him, ran him to the edge of the bluff, and kicked him over.

"This heroic interchange had the happiest possible result. Firth expected very bad trouble and marshalled his men, and soon the whole band of Eskimo was seen to be climbing up the bluffs, as if to attack the Fort. But as they came on the chief laid down his weapons as a sign of peace, Firth went alone to meet him, and everything blew over in a hurricane of complimentary eloquence. Firth, it appeared, was the strongest man in the North; the chief now loved him like a brother, and had given the Eskimo instructions to go up and trade."

According to Mitchell, the factor would never allow the Loucheux Indians and Eskimos to recall their old battles, when together at the fort. To help them let off steam, he would organize wrestling matches, and the Loucheux, though smaller men, would generally win. When white visitors arrived at the fort, he would seldom meet them at the landing, but preferred to welcome them on his own threshold.

Perhaps it was his physical strength as much as his moral force of character which caused him to be appointed as the first law enforcement officer of the Crown in that region. He acted as Justice of the Peace until the coming of the Royal North West Mounted Police in 1902.

Only once in all his sixty-eight northern years did he go "outside." In 1901, he and his family—he had married a little Loucheux woman and had twelve children—travelled as far as Winnipeg, where they spent the winter. But next spring they went back to Fort McPherson.

Mr. Firth retired from the Company's service in 1921 and lived at McPherson until his death this year at the age of eighty-five.

NEWS OF THE FUR TRADE

London Office News

9th October, 1939.

Since publication of the last news items from the London Office, a state of war has arisen, which has had repercussions on the Company's operations.

The Governor, following a request by the Government to undertake work of national importance, has accepted the position of Director-General of Finance at the Ministry of Supply, and the services of Mr. F. A. Stacpole have also been loaned to the Ministry.

Many members of the London staff have enrolled in various services. Included in these are twenty-six out of the staff of seventy-one in the London Fur Warehouse alone.

We regret to record the death of E. Luff, watchman, who has been killed on service. He was a member of the Royal Naval Reserve, called up just before the outbreak of war.

It is probable that as time goes on others will be called upon to serve the country in some capacity or other.

The following members of the Canadian staff, who were visiting London, sailed for Canada on October 6: Miss W. S. Horrocks, who had been temporarily attached to the staff of the Buying Department; Mr. A. Brock of the Wine and Spirit Department, Winnipeg, who had been visiting the United Kingdom on furlough; Mr. W. Newey, who has been undertaking a course of training in the Fur Warehouse, and Mr. W. P. Johnston, who was visiting Scotland on furlough.

During August, Professor Marcel Giraud continued his research in connection with his work on the history of the half-breeds of the western provinces of Canada, and Mr. and Mrs. J. H. Ellison, of Oregon, visited the Archives Department on October 4, but were only able to see a negligible proportion of our records, the greater part of which has been removed to the country for protection during the war.

In connection with air raid precautions, the corporation of London have taken over Beaver Hall for the purpose of a public air raid shelter, but arrangements have been made under which the Company's and other public fur auctions may be held in the sale room on the dates announced.

Fur Trade Commissioner's Office

The Fur Trade Commissioner returned to Winnipeg on September 25, after an extended trip to James Bay, Nelson River, Ungava and Labrador District posts lasting nearly three months. In July, Mr. Parsons flew up to Hudson Strait and joined the *Nascopie*. In her he went to Churchill, up to Chesterfield and back to Port Burwell, when he was met by the *Fort Amadjuak*, which took him on an inspection of Labrador posts. He had a short holiday in Newfoundland before returning to the office.

Captain Smellie has been welcomed back again after a rough *Nascopie* voyage and more than a year's absence from Winnipeg.

Conservationists Donald Denmark and Leonard Butler are busy again in F.T.C. O., following their return from summer work which kept Denmark on the job at Cumberland House Marsh, while Butler was occupied in research work relating to musquash at Steeprock.

Several members of Fur Trade staff have answered the call to the colours. Jim Donald, formerly in charge of consignment work, is now on active duty as lieutenant with the Royal Canadian Navy. Jock Runcie, who has been in charge of the Training School, is a lieutenant in the Queen's Own Cameron Highlanders; Bob McDowall, of the Winnipeg Depot, is in the Air Force. W. E. C. Tutching, of St. Lawrence District, has enlisted with the Royal Canadian Signal Corps; J. T. Rayside of Fort Resolution and R. F. Millard of Misty Lake also left to join up. Other enlistments from Hudson's Bay House include Alec Thompson from the mailing office, Ted Webb of the Superintendent of Buildings Office. All these men carry with them our warm wishes for a safe and speedy return.

On October 16 a new class of apprentices started in the Winnipeg Training School. In charge of this class is Jack Hope-Brown, formerly of James Bay District, who is out to maintain the high standard set by Jock Runcie while the latter was instructor. There are eleven boys in the present class, including one from Montreal, one from Toronto, one from Saskatchewan, and for the first time two from Newfoundland. The others are from Winnipeg and other Manitoba points.

In August the Company "Beechcraft" made another outstanding flight which started from Edmonton on August 10 and concluded in Winnipeg on August 21. The route covered the Mackenzie River to Aklavik and Tuktuk; thence eastward along the Arctic Coast to Coppermine, with a side trip north to Reid Island, and Holman Island; on to Bathurst Inlet, Cambridge Bay, Perry River, and King William Land; overland to Baker Lake, down to Churchill, and home via Norway House to Winnipeg. On the trip were Mr. C. S. Riley of the Canadian Committee, R. H. Chesshire, Dr. Harry Ebbs of Toronto, and Paul Davoud, with Harry Winny, pilot, and Dunc McLaren, air engineer. This trip gave Mr. Riley a comprehensive insight into fur trade operations over a wide area, and enabled Mr. Chesshire to make his first inspection of the Western Arctic. Dr. Ebbs, who is an associate of Dr. F. F. Tisdall of Toronto, gained first-hand knowledge of living conditions and medical problems in the North. Paul Davoud had some interesting sidelights to report, such as Mr. Riley and Mr. Chesshire attending an Eskimo dance at Tuktuk, and Dunc McLaren's unwilling immersion in Northern waters at Fort Norman after slipping from the wing of the plane he had polished so carefully. At Holman Island a meeting took place between the M.V. *Fort Ross* and the Company plane, and the site was selected for the new post. At King William Land a small cairn was erected to commemorate the arrival of the first Company plane at that point. Owing to poor flying weather, a two-day stop was made on a small lake north of Baker lake which was named Riley lake in honour of Mr. Riley. Paul Davoud was particularly enthusiastic over the splendid co-operation of Company and Government radio stations in assisting the fine work of the Winny-McLaren combination.

Dr. Ebbs worked out a full-time job for himself on the trip by his examination of Company staff and natives. He was particularly interested in matters relating to northern diet, methods of preparing food and the effect of northern foods on health in general, both among whites and natives. Dr. Ebbs was armed with a Zeiss camera for still pictures, and a movie camera with which he was successful in obtaining a series of very fine shots, all in colour. One of the common sights of the trip was Dr. Ebbs busy at work photographing the teeth of Eskimos. The information gained will be of great value to Dr. Tisdall in the research on health problems he is making for the Company.

The latest development in Dr. Tisdall's work is the preparation of a special vitamin mineral tablet specially prepared to compensate for the more obvious deficiencies of northern diet. A supply of these tablets will shortly be sent to all accessible fur traders and their families, and it is expected their use will be an important contribution to good health in the North.

Early in September an interesting and important seminar conference was held in Toronto, under the auspices of Toronto and Yale Universities with the support of the Carnegie Corporation, to consider problems relating to the welfare of the North American Indian today. Authorities in many phases of Indian work were present at the conference, and many interesting papers were delivered and discussions held. As Company representative at the conference, R. H. G. Bonnycastle presented a paper on the role of the trader in Indian affairs.

Visitors to Winnipeg Depot will see many interesting changes in layout which have been carried out under the direction of H. E. Cooper, merchandise manager. Hardware and dry goods packing rooms have been combined and all depot offices moved so that they are now adjacent to the merchandise office. All facilities for handling merchandise have been modernized, more space has been provided, and a more convenient handling of business has resulted.

In the Fur Trade Commissioner's office, a bookkeeping machine has been installed to handle the accounts of the local district offices. Alec Anderson, formerly accountant of James Bay District, is handling the accounts for the four districts with the help of an operator. Arising out

The Royal black beaver arrive at Buckingham Palace. They were flown across the Atlantic on R.M.A. "Caribou." The King has offered the wapiti heads as a permanent loan to Canada House.

Christmas Carols are sung by staff members of the stores at Winnipeg (above) and Calgary (below).

A. J. Watson, Manager (right), and J. S. Horne, Controller, of the Victoria store, wearing their 30-year-service medals presented by F. F. Martin, General Manager of Retail Stores.

Judge Howay, of the Historic Sites and Monuments Board, speaks at the unveiling of a memorial to David Thompson at Wilmer, B.C., with the H B C flag draped around the table. Below: The memorial tablet.

HISTORIC SITES AND MONUMENTS BOARD OF CANADA
KOOTENAE HOUSE
DAVID THOMPSON OF THE NORTH WEST COMPANY BUILT HERE IN AUGUST, 1807, KOOTENAE HOUSE, THE FIRST TRADING POST OF THE WHITE MAN ON THE COLUMBIA RIVER OR ITS TRIBUTARIES.
DURING THE NEXT FOUR YEARS HE EXPLORED THE COLUMBIA RIVER FROM SOURCE TO MOUTH, AND ESTABLISHED TRADE WITH THE INDIANS IN SOUTHERN BRITISH COLUMBIA AND IN MUCH OF THE COUNTRY NOW KNOWN AS THE STATES OF MONTANA, IDAHO, AND WASHINGTON.

of this development, Dick Twiner has become accountant, Winnipeg Depot, and Bob Urquhart returns to his old love, the operating end of things in the North, where he will take charge of Churchill post. Len Morgan, formerly accountant of Nelson River District, has meantime assumed other duties in F.T.C.O.

On Friday, October 27, the staffs of Winnipeg Depot and the Fur Trade offices foregathered at a dinner, presided over by John Poitras, to do honour to William Nairn, manager of the Winnipeg Depot, on the day of his retirement on pension from the Company's service. Mr. Nairn joined the Company in 1903, and in 1929 was appointed manager of the depot. In recognition of his long and faithful service, Mr. Ralph Parsons presented Mr. Nairn with an engraved sterling silver cigarette case and lighter from the staff, together with a cheque from the Company. Best wishes for health and happiness from his many friends go with Mr. Nairn as he leaves the Company's service.

Another member of long standing on Winnipeg Depot staff left when E. J. Riley, head packer, retired from the Company on pension on September 29, after 37 years' service. Mr. Parsons expressed the good wishes of Mr. Riley's Fur Trade friends at a meeting held in the depot when Mr. Riley was presented with an engraved gold wrist watch from the staff and a cheque from the Company.

Congratulations to Paul Davoud, transport supervisor, on his marriage of October 14 to Miss Kilby Harding, daughter of Archbishop Harding, and formerly a Trans-Canada Air Lines hostess.

A Company romance culminated on October 2 in the marriage of John Watson, Fur Trade architect, to Miss Audrey Head, of the advertising department in the Winnipeg Retail Store.

The Retail Store's advertising staff was further depleted on September 16 when Jim Tooley, who has since joined the Canadian Committee office staff, was married to Miss Dorothy Yeats of the store.

Bachelors of Hudson's Bay House have now received warning to lay off the advertising department in the store.

Jim Glass, formerly of F.T.C.O., has been busy since the middle of September at McKenzie Island, Ontario, where the Company has opened a new store.

J. E. Perras of F.T.C.O. has been transferred to the Montreal Fur Purchasing Agency.

We regret to report the death of Thomas Ross, Fur Trade pensioner, at his home in Winnipeg on September 3, at the age of 83. Mr. Ross joined the service in 1891, and at the time of his retirement was manager of the Winnipeg Depot dry goods department. In spite of his advanced age, Mr. Ross was very active until about six months before his death. He is survived by his wife, two sons and one daughter, Miss Marian Ross, who is a well-known member of F.T.C.O. staff.

James Bay District

Our manager at Eastmain post, W. B. Anderson, sailed from Montreal the latter part of September for a visit to his home in Scotland.

Professor E. C. Abbe, of the University of Minnesota, travelled by air to Richmond Gulf in June to study the flora of the territory, where he remained until the end of August. He returned south from Great Whale River with his party in September on board the M.K. *Fort Churchill*.

At Moose Factory during August, we had the pleasure of a visit from Major Bond, vice-president of the C.N.R. Central Region, and Mr. Cavanaugh, general manager of the T. & N.O. Railways.

A successful and interesting voyage was made by Dr. Stanley, geologist from Pittsburgh, and G. Quimby, anthropologist, by canoe from Rupert's House to Richmond Gulf. They later returned to Moose Factory by the Company schooner.

During August and September Miss Lorene Squire, loaded with her cameras, visited Moose Factory, Hannah Bay, Rupert's House and Charlton Island.

From New York, E. O. McDonnell, piloting his own plane, landed at Fort George with his son and Mr. Legg at the end of July. The party then boarded the motor vessel *Dorothy* for a hunting trip at the Ottawa islands, and was successful in obtaining their quota of polar bear and seal.

Mr. Crosley, of the Crosley Radio Corporation, travelling in a twin-motor flying boat, visited Moose Factory on August 14.

The new R. C. mission boat *Nouveau Quebec*, arrived at Moosonee on September 30 from Montreal.

Rev. B. S. Greene, of the Anglican mission at Fort George, visited Great Whale River in August and held a number of services there.

With regret we record that the R.C. mission school at Albany was completely destroyed by fire on the evening of August 22. Fortunately no lives were lost.

During the summer Mrs. Foreman, from Edmonton, Alberta, spent a few weeks at Albany post with her son, C. C. Foreman.

Hearty congratulations to Mr. and Mrs. R. Thompson of Moosonee post on the birth of a daughter on August 23, and to Mr. and Mrs. W. A. Hunter of Minaki post, a son on September 25; also to Mr. and Mrs. G. Morrison, to whom a son was born on October 4.

All good wishes and congratulations to Mr. and Mrs. R. K. Muir of Grassy Narrows post on their marriage in July, and also to Mr. and Mrs. E. E. Bates, who were married in September.

The District Manager visited Moose Factory in October, and also a number of the line posts on his return to district office.

Nelson River District

It is with deep regret that we have to record the passing of T. C. Moore on September 23, after a lengthy illness. Mr. Moore's death took place at his home in Cochrane, Ontario. Surviving him are his wife and nine children, and to these goes the sincere sympathy of Tommy's many friends in the Fur Trade.

T. C. Moore joined the Company at the age of fifteen years, in June, 1903, at Moose Factory, where he spent his first three years as an apprentice in boat-building. After completion of his apprenticeship he was appointed boat builder, which position he held for fifteen years. His long service at Moose Factory was rounded out by his promotion to the superintendency of that time-honoured institution, Moose Works, in a branch of which his father had been employed for many years and his grandfather before him. After holding this position for eight years, Tommy was transferred to Churchill, where he spent the next two years again employed at his old trade. In December, 1931, he was given charge of Churchill post and was promoted to the charge of York Factory the following year. He remained in charge of that post until ill health forced him to retire from active business life, in January, 1938. It is perhaps fitting that Tommy should have spent his last years in service at a post such as York Factory, the one-time fur capital of central Canada. Belonging to a family that has served the Company for three generations, his whole life had been devoted to that service, and to the carrying on of the old fur trade traditions.

Another post was added to Nelson River District when the Roman Catholic Mission motor vessel, *Therese*, reached Igloolik on September 16 and landed J. M. Stanners, the Igloolik manager, with his outfit. In addition to the Company supplies and building material, the *Therese* also landed their own mission supplies. We are pleased to hear that Father Bazin was found to be in good health, and quite unperturbed over the failure of the *Therese* to force her way through the ice pack to Igloolik during the previous summer, with his supplies. While ice conditions in the Foxe Channel and Frozen straits were reported as being less severe this season, great credit is due to Captain Stephens, of the *Therese*, for the successful carrying out of the vessel's 1939 itinerary.

During August and September W. E. Brown, the District Manager, visited all of the district's Northwest Territories posts, including Padley and Nueltin Lake. The visits to the two latter inland posts were due to the courtesy of the Hudson Bay Exploration and Development Company, whose 'planes operated in that area during the summer.

Reverend Mr. Quartermain relieved Rev. Canon D. B. Marsh at Eskimo Point while the latter, with Mrs. Marsh and their son David, left for Toronto on a well-earned vacation. Incidentally, we wish to take this opportunity of congratulating Canon Marsh on his appointment as Archdeacon of Baffinland.

Peter Dalrymple, manager of our Baker Lake post, was married at Churchill on July 31 to Miss Jean Stephen, and Nelson Gaudin, manager of Nelson House post, was married at Winnipeg on September 19. We extend our best wishes to the happy couples.

B. Moore, late manager of Nelson House post, enlisted for overseas service in the Winnipeg Grenadiers. We would take this opportunity of wishing him the best of luck.

A new dwelling was built at Tavane post this summer, under the active supervision of Post Manager G. Anderson. While not a carpenter by profession, his many years experience in the northern fur trade enabled him to do a very creditable building job, with the result that Tavane now has one of the most comfortable dwellings in the west coast region.

David Drysdale ("Davie" to his many friends in the north) has been promoted to the charge of Padley post, relieving P. Dalrymple transferred to the charge of Baker Lake post. It is hoped that Davie has been too busy at his new duties to do much practising on his bagpipes, as it is rumoured amongst the Eskimos that his rendition of "The Campbells are Coming" is the reason for the comparative failure of the caribou migration.

Ungava District

We continue the narrative of the 1939 voyage of R.M.S. *Nascopie* which was recorded from Montreal to Churchill in the September issue of *The Beaver*.

As the ship did not bunker at Churchill, a stay of only one day was necessary, during which time the vice-regal party inspected the *Nascopie*, accompanied by Fur Trade Commissioner Ralph Parsons, Captain Smellie, and Major D. L. McKeand. The Governor-General and Lady Tweedsmuir, it will be recalled, had travelled to Churchill to meet their son, Hon. John Buchan, who came out to civilization from Cape Dorset post.

Members of the staff leaving the *Nascopie* at Churchill were, in addition to Hon. John Buchan, J. M. Stanners for Igloolik, and Messrs. Swaffield, Hodgson, and Bruce for Montreal. District Manager W. E. Brown travelled on the *Nascopie* from Churchill to Chesterfield, at which port Inspector D. J. Martin of the R.C.M.P. joined her for the remainder of the voyage to Halifax. At Chesterfield we met the M.S. *Fort Severn* (Captain Isaac Barbour, master), and after taking her cargo from the *Nascopie*, she sailed on the 11th for Baker Lake.

After a fine run from Chesterfield Inlet, the *Nascopie* anchored at Wolstenholme, and by an unusual coincidence the Fur Trade Commissioner was able to inspect Wolstenholme post exactly thirty years to a day from the date he established it, August 13, 1909.

Lake Harbour was reached on August 15, where the Eskimo sports prevented by bad weather on the first call were conducted with the Commissioner in attendance. Here we were met by Post Manager Russell and J. J. Bildfell from Cape Dorset, bringing some twenty-five Eskimo dogs to be transferred to Fort Ross, where practically all teams had been wiped out by an epidemic. On the evening of the 15th, we had our first intimation that our new Private Commercial radio station, VY2K, at Frobisher Bay was on the air. Not only this, but the twelve-volt windcharger is supplying electric light for the manager's residence. This is a very creditable installation for which Post Manager P. A. C. Nichols is to be congratulated.

We anchored at Port Burwell on August 16, to find the Labrador District supply schooner *Fort Garry* and the Commissioner's inspection boat *Fort Amadjuak* in port. We had a visit from the Labrador District Manager, S. H. Parsons, and after a transfer of cargoes the same night, we bade farewell to the Commissioner, who then went down the Labrador coast in the *Fort Amadjuak*, and to the other members of the Labrador staff. We took on board Apprentice A. Stevenson for Arctic Bay and sailed away from Port Burwell the same evening heading north for Craig Harbour.

Devon Island, had recently received a fresh snowfall, thus providing unlimited Arctic scenery for the passengers—glaciers, snow-capped hills, icebergs, and all.

Craig Harbour, which was reached on the 22nd, certainly presented a wintry and Arctic appearance, for the harbour was packed full of ice and the surrounding hills were covered with new snow—a bleak and forbidding prospect. Lance-Corporal Hamilton and Constable Fyfe, with their two Greenland Eskimo servants, had difficulty in getting out to the ship over the broken ice of the harbour, but eventually got aboard in time for breakfast. The Eskimos went ashore over the ice the same evening, but it was impossible to land cargo all day on the 22nd until about 5 p.m. on the 23rd, when Inspector Martin, accompanied by members of the R.C.M.P., was able to get ashore in the opening ice-pack. The cargo boats were unloaded and the two scow loads of freight went ashore in the opening ice. Fortunate it was that the cargo to be handled was small, for no sooner was it landed than the ice closed in again and it was with difficulty that the second and final scow was brought on board the ship. During the short interval of clear ice, Inspector Martin was ashore on his inspection work, and the passengers were given the opportunity to visit the R.C.M.P. detachment at Craig Harbour and to set foot on Ellesmere island, our most northerly port of call. We bade farewell to Lance-Corporal Hamilton and Constable Muffitt and sailed away from Craig Harbour on the 24th, taking with us Constable Fyfe who, after two years at this detachment, joined us to go out on furlough.

From about four to five on the afternoon of Monday, the 21st, while we were approaching Craig Harbour, a very interesting and picturesque ceremony took place whereby those who had not already crossed the Arctic Circle were initiated into the "Order of the Arctic Circle" with due pomp and ceremony. Dr. R. L. Sutton took the part of King Boreas, while Mrs. Tallman was Queen Aurora. Inspector Martin, Major McKeand and practically all those who were members of the Order held divers high-sounding positions, "Lord High Executioner," etc. As we were working through ice at the time, Captain Smellie was unable to be present, but sent his blessing on the ceremony. Approximately twenty passengers were initiated, each one being presented with a certificate issued on the authority of King Boreas and signed by his Prime Minister, Captain Smellie, and by his Keeper of the Records, Purser Wilson. The whole ceremony was well organized and well executed, and provided a most welcome diversion.

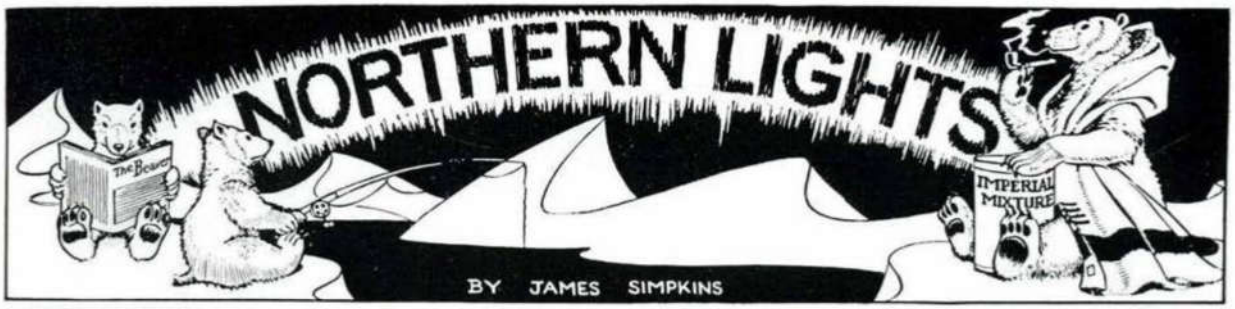
We left Craig Harbour in fine weather, which unfortunately did not last very long. By noon of the 24th, we were in a blinding snowstorm, followed in the evening by a rising wind which reached gale force during the night, so that the 25th was spent in riding out a gale of north wind. It was a miserable, cold day, quite a blizzard in fact, and although our good ship *Nascopie* rode the gale very well, it was too rough to do any kind of work. Very few of the passengers were moving about and our canine passengers had rather a dog's life of it.

On the 27th August, we were working through ice down into Prince Regent Inlet, finally becoming stuck in quite heavy icefields at 2 p.m. The wind had been rising throughout the day and by evening had developed into a regular blizzard, the snowdrifts piled on deck. Fortunately, the ship was perfectly quiet in the ice, but we woke up on the morning of the 28th to behold a very wintry scene. A great amount of snow was piled on the decks, the hot and cold water system of the ship was frozen, and all the donkey engines had to be kept slowly turning over to prevent freezing. Truly it was a bleak Arctic outlook, and our passengers could have no mistake as to where they were, certainly "somewhere in the Arctic." We were able to be under way again on the afternoon of the 28th and passed through with difficulty some of the heaviest ice of the voyage, to anchor off Brentford Bay in the evening in thick weather and with much ice about. It was blowing a gale again on the morning of the 29th, but we were under way early and at 8 a.m. anchored off Long Island at the mouth of Bellot Strait, about three miles from Fort Ross post. The post could be seen through the blizzard looking bleak and wintry with much new snow all around. In a moderating wind we were able to get under way and in the afternoon to anchor in Depot bay, off the post, where we were greeted by Post Manager L. A. Learmonth and Apprentice M. G. Ahlbaum. The *Aklavik*, with Patsy Klengenberg, had left for King William Land earlier in the month, and also the M.B. *Seal*, with Interpreter E. W. Lyall in charge, had left at the same time to bring back Post Manager William Gibson, who took charge of Fort Ross in succession to Mr. Learmonth. The latter plans to undertake some scientific work for the Royal Ontario Museum before coming out to civilization in 1940.

The ice had opened up to some extent, so that we did not have so much difficulty in sailing out from Fort Ross through Prince Regent Inlet, but were again delayed by the inevitable fog and thick weather. One evening, while coming out from Fort Ross, the passengers saw a polar bear swimming quite close to the ship, but unfortunately it was almost too dark for picture-taking, although some did have a try. The bear was evidently taken unawares, for he dived excitedly under a pan of ice, to come out on the far side, but as the ship did not stop for him he swam away but without undue haste.

We reached Arctic Bay on September 3, and on the 4th, at 10 a.m., a very interesting baptismal service took place when the infant daughter of Post Manager and Mrs. A. R. Scott was baptized Evelyn Pace by the Rev. Canon J. H. Turner. The godparents were Miss Nora West, *Nascopie* passenger en route for the Anglican mission at Pangnirtung, and District Manager J. W. Anderson, who, after giving the bride in marriage at Arctic Bay on August 29, 1938, had the honour of being the godfather. Witnesses of the ceremony were Captain Smellie, Major McKeand, Inspector Martin, photographers Marriott and Flood, and Dr. and Mrs. Melling. Numerous gifts were bestowed on the baby, including those from Her Excellency Lady Tweedsmuir and from Mrs. P. Ashley Cooper, wife of our Governor. The Arctic Bay baby was named Evelyn Pace in honour of the Ungava District stenographer.

We sailed away from Arctic Bay leaving Apprentice Stevenson to be assistant to Post Manager Scott for the coming winter, while Interpreter W. J. G. Ford joined the *Nascopie* for parts south. After a fine run we arrived at Pond's Inlet on September 5, greeted by Post Manager A. Smith, J. R. Ford, Rev. Maurice Flint, Constables Corey and Leach, Father Danielo, and Brother Volant. There was a complete change of staff at the R.C.M.P. detachment, when Constable Corey and Leach joined the ship for Halifax and were replaced by Constables Doyle and Birkett. Interpreter J. R. Ford joined the ship for parts south, leaving Post Manager A. Smith alone for the winter. Canon Turner and Father Cochard joined the ship at Arctic Bay, the former to go on furlough in England, and the latter to remain at Pond's Inlet. Another passenger to join us



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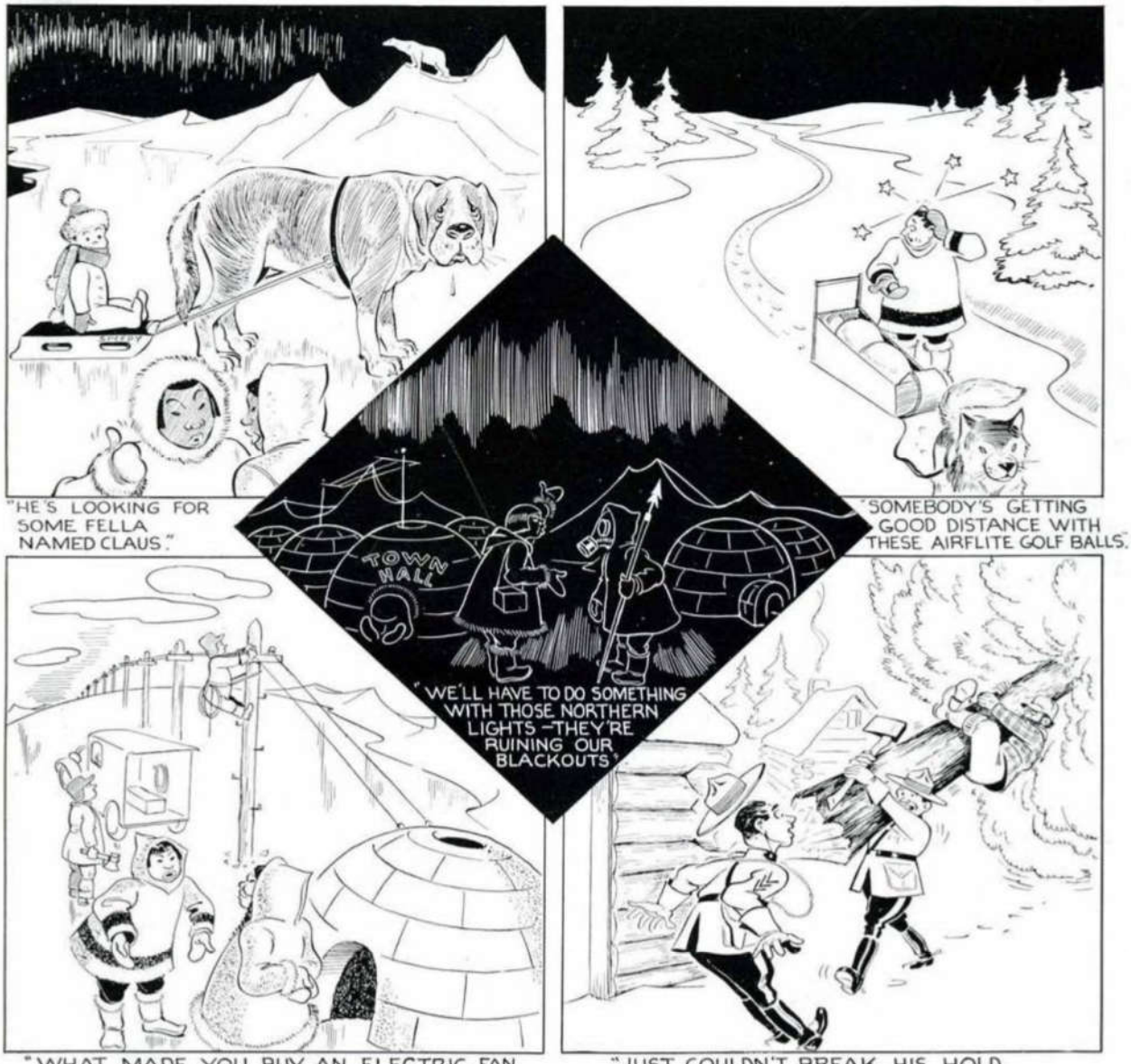
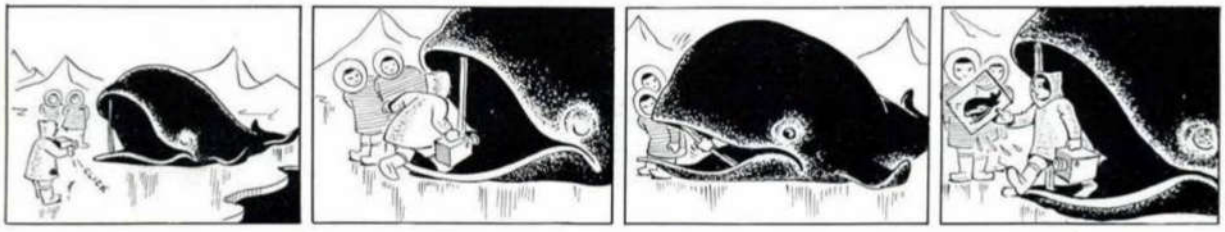

"HE'S LOOKING FOR SOME FELLA NAMED CLAUS."
"SOMEBODY'S GETTING GOOD DISTANCE WITH THESE AIRFLITE GOLF BALLS."
TOWN HALL
"WE'LL HAVE TO DO SOMETHING WITH THOSE NORTHERN LIGHTS — THEY'RE RUINING OUR BLACKOUTS"
"WHAT MADE YOU BUY AN ELECTRIC FAN IN THE FIRST PLACE?"
"JUST COULDN'T BREAK HIS HOLD ON THE TREE — SARGE."



at Pond's was P. D. Baird, explorer and scientist and a former member of the British Canadian Arctic Expedition, who also travelled to Halifax.

As there was little cargo to handle, we had but a short stay at Clyde River post, where S. G. Ford remains in charge, and we took on board H. T. Ford, former post manager, who is spending the winter at Nutak, Labrador.

We left Clyde in fine weather and had a nice run through numerous large and impressive icebergs, but were delayed on the 10th by fog and did not reach Pangnirtung until the afternoon of the 12th. Here we parted company with our Pangnirtung passengers, Miss Nora West for St. Luke's Hospital, and Mr. Thomas Summers, carpenter, who will build a thirty-foot addition to the hospital. We enjoyed fine weather in our two days' stay at Pangnirtung, which greatly facilitated the work of cargo handling and enabled the passengers to make excursions on shore and to enjoy a boat trip up the fjord. The big event at Pangnirtung, however, was the trial of Eskimo Katchoo, on a charge of manslaughter. The trial was conducted by Stipendiary Magistrate D. L. McKeand, with J. A. McLean, council for the Crown, and F. G. Whitaker, council for the defense. Court stenographer was Mrs. Dr. T. J. Orford; court officer, Corporal W. C. Dodsworth; interpreter, H. T. Ford. A plea of insanity was entered by F. G. Whitaker, and evidence as to the sanity of the accused was given by Dr. T. Melling, late of Chesterfield; Dr. R. L. Sutton, Kansas City, Mo.; and Dr. D. Forward, Ashtabula, Ohio. The jury consisted of D. A. Nichols, R. A. Perkins, W. G. J. Ford, J. R. Ford, P. D. Baird, and J. G. Cormack. The jury gave a unanimous verdict of insanity, and the accused was sentenced to be confined in a mental hospital awaiting the pleasure of the minister of the Northwest Territories.

We sailed away from Pangnirtung, taking aboard Miss Flossie Hirst from St. Luke's Hospital, who goes out on furlough, and also the Eskimo prisoner, Katchoo, for Halifax.

On Sunday, the 17th, we were hove to in a gale in thick weather off Hebron, but were able to enter the harbour in clearing weather the next day. Here the cargo boats were stored for the winter and H. T. Ford left us to spend the winter at Nutak, while we were joined by Post Manager F. R. Hynes, going out on furlough.

After leaving Hebron, there were increasing evidences that a state of war existed; all portholes were blackened, lifeboats were provisioned and swung out, and during the night the ship presented a black and deserted appearance. On Saturday, the 23rd September, 1939, we picked up our pilot at 3.20 in the afternoon and, after a wartime examination by a naval patrol boat, finally docked at Halifax at 5 p.m. Thus ended the two hundred and seventieth voyage "trading into Hudson's Bay."

Passengers disembarking at Halifax were: Miss Hirst and Canon Turner, of the Anglican Mission; P. D. Baird, scientist, of Kelloe, Scotland; H B C passengers were Messrs. Anderson, Cormack, Demment, J. R. Ford, W. J. G. Ford, and F. R. Hynes; members of the Government party under Major D. L. McKeand were Messrs. Nichols, Chitty, Dunbar, Lyster, McLean, Marriott, Oughton, Perkins, Peters, and Whitaker; also Dr. and Mrs. T. Melling and Dr. C. H. M. Williams; members of the R.C.M.P. disembarking were Inspector D. J. Martin, Corporal W. C. Dodsworth, and Constables Corey, Fyfe, Hastie, and Leach; other passengers were Mr. and Mrs. G. K. Tallman, who thus complete their second voyage into the Arctic and are old friends of H B C; Mr. and Mrs. L. R. Wallace, and Mr. and Mrs. A. C. Nelson; Professors A. F. Sherzer and R. Holroyd, who are also repeat H B C passengers, the former having made several trips in James Bay and the latter having completed his second *Nascopie* voyage; Dr. R. L. Sutton, of Kansas City, Mo., who was the "life of the party" on board and cheered us up on many a stormy day; other passengers were Messrs. Cockfield, Flood, Dr. Forward, Messrs. Schaff, and Steffy, who all contributed to the success of the 1939 Eastern Arctic voyage.

Since returning to Winnipeg for the winter, we learn that the Government patrol boat *N. B. McLean* has returned to Quebec and has brought out Mrs. J. A. Thom and daughter Sandra, who on medical advice will spend the winter in civilization. The M.F. *Therese* has also returned after a successful season, but she did not this summer carry any passengers for us to civilization. We have had a visit at Hudson's Bay House from the Rev. George Neilson, late of Lake Harbour, who returns east to Chatham, Ontario, to spend the remainder of his vacation. The Rev. Canon Turner, who is a noted Arctic traveller, is at present in the east on furlough, while Miss Hirst, we understand, has gone to the Old Country.

Post Manager A. T. Swaffield, who went out on furlough from Churchill in August, has had two rather heavy operations in Montreal, for appendicitis and rupture, but we are glad to report that he is making a very good recovery and expects to be fit and well for returning north, season 1940. Post Manager Cormack is at present in Toronto, while F. R. Hynes is holidaying in Montreal. J. R. Ford and W. G. J. Ford, we understand, intend to join one of the Canadian militia units.

We had mail out from the Straits by the *Therese* and *N. B. McLean*, and the impression gained is that the outlook for a successful trade is not very bright, especially as the walrus hunts, on which the Eskimos depend so much for food for themselves and their dogteams, were a failure.

In order to experiment with and to find out the possibilities of the eiderdown industry in Baffin island, J. J. Bildfell has taken up winter quarters at Cape Dorset, where he will operate for H B C under permit from the Northwest Territories administration. So far, only a small shipment has been sent out, but active operations will only get under way in the spring.

Western Arctic District

Supplies for the Arctic were delivered by the S.S. *Mackenzie River* at Tuktuk, the first occasion on which a stern-wheeler has been seen on the coast.

Baillie Island post was transferred to the new location at Maitland Point and the R.C.M.P. buildings have been rented for trading purposes.

Holman Island post was established near the mouth of Prince Albert Sound and buildings have been moved from Fort Collinson to complete the new post, which will serve a wider area.

Miss Phyllis McKinnon of Winnipeg was married to Angus Gavin at Perry River post August 22. The wedding took place ashore and the reception was held on the *Fort Ross*. Mr. and Mrs. Gavin returned to Winnipeg, where Mr. Gavin is undergoing dental treatment.

The R.C.M.P. schooner *St. Roch* has left the Arctic. She arrived in Vancouver in October. The *Audrey B.* also returned to Vancouver. While southbound in the Pacific, she was reported as a submarine and created quite a stir.

The M.S. *Aklavik* arrived at King William Land late in the season and is now wintering at Pasley bay, Boothia peninsula. Patsy Klengenberg is still in charge of the vessel.

Repairs were carried out on the M.S. *Nigalik* this summer. Part of the ironbark shoeing of her keel was replaced and the hull thoroughly overhauled and re-ironbarked where necessary. We now have a sturdy reserve unit on the Arctic Coast, but it is not expected that she will be put in commission until an emergency arises. The M.C.R. schooner *Our Lady of Lourdes* also underwent repairs to her stern-post.

Capt. C. T. Pedersen and Mrs. Pedersen spent the summer at Tuktuk and returned to Oakland this fall. This will be the captain's last business trip to the Arctic, but his idea of a holiday is to come back in two years on a whaling expedition for pleasure.

Bishop Breynat, accompanied by the Papal Delegate, visited all his missions on the coast by plane.

Bishop A. L. Fleming, accompanied by Canon Sheppard, visited Tuktuk, Baillie Island, Nicholson Island, Coppermine and Cambridge Bay.

Mackenzie-Athabasca District

During the past summer, the chimneys of the old Rocky Mountain House post were restored and the work has just been inspected by Judge Howay of the Historic Sites and Monuments Board. These chimneys are all that is left of the old post, which played a prominent part in the settlement of the West. The post was built by the North West Company in 1799 and later was used by the Hudson's Bay Company. It was destroyed by fire in 1885 and was not used afterwards. From its acquisition by the Hudson's Bay Company in 1821 until its abandonment, it was operated as an outpost of Edmonton House.

Apprentice John T. Rayside of Fort Resolution left us in October to join the Canadian Active Service Force. He informs us he has enlisted in the cable-laying section of the Corps of Signals. We wish him every success and the best of luck.

W. R. Garbutt, manager of Fort Nelson, has had to return to Edmonton to receive further treatment for a severe frost bite incurred last winter. He is now fit for duty again, and we would not be surprised to hear of his marriage one of these days.

James Smith, post manager in the Athabasca Section, who was on leave with his wife and family in Scotland last summer, was fortunately enabled to secure a return passage a few days before war was declared. Although his leave was curtailed, he felt his family would be better off on this side of the Atlantic.

A number of our staff are spending their furloughs at Vancouver, instead of proceeding further afield. Andrew Reid of Yellowknife, Frank Reid of Fort Vermilion, J. J. Wood of Aklavik, and Robert

Dodman of Fort Rae are there, and from their letters seem to be meeting many employees from other parts of the country. T. Fraser of Fort Smith and I. R. Eklund of Fort Simpson are spending their furloughs in Edmonton.

John M. Ross, manager of Snowdrift post, is at present on sick leave in Winnipeg and we are glad to learn he is making good progress towards recovery.

During the last summer, new dwelling houses have been erected at Portage la Loche, Fond du Lac, Fort Providence, Nelson Forks and Fort Resolution posts. The staffs at these points are now enjoying civilized comforts.

Congratulations to Mr. and Mrs. MacKinnon of Fort Providence on the arrival of a baby boy, William Gordon Beedie, on August 26.

Notwithstanding the European situation, continued activity is anticipated in the Yellowknife, Goldfields and Great Bear Lake mining vicinities.

Since the last issue of *The Beaver*, the District Manager visited Liard River post, and also made a circular trip with the Company's aeroplane BMI, visiting posts between Edmonton and Yellowknife, Great Bear Lake, Norman and back via Fort Smith and McMurray.

W. A. Wraight, late of Fort Wrigley, was married to Miss Betty M. Miller at Montreal on September 6. Mr. and Mrs. Wraight are happily settled down at Rocher River.

Mackenzie River Transport

All ashore!—for the end of another season is here. This year, M.R.T. steamer *Distributor* made two trips to Aklavik, and one to Fort Norman—returning with the heaviest load ever brought up the Mackenzie river from Norman Oil Wells. The steamboat *Mackenzie River*, after early season runs to Resolution and Norman, carried Western Arctic District freight to Tuktuk on the northern coast.

A very late trip was made down the mighty Mackenzie by the Diesel tug *Liard River*, skippered by Captain Don Naylor. Leaving Smith on September 14, the tug took on fresh vegetables, delicacies for the Arctic and mission schools, and pulled into Aklavik on September 28. Ice was running in the Peel channel of the delta and forced them to go by the middle route. All tributary rivers and lakes had been frozen for some days, and the crew flying out had to break ice around the pontoons before taking off.

The *Dease Lake* and *Hearne Lake* kept all freight moving from Fort Smith to Yellowknife, and refrigerator service was operated through the full season. The *Hearne Lake* made the last trip to Yellowknife, arriving back too late for the crew to fly out.

The *Beaver Lake*, *Pelly Lake*, *Northland Echo*, and *Porphyry* kept running till the last minute on upper river routes. Hardships and extreme difficulties of shallow water were a continual strain. The *Porphyry* with refrigerator barge is wintering at Goldfields and the crew will come out after freeze-up.

At Waterways the staff, snowed under by the late season rush, pulled on all heavy clothes and continued through premature blizzards to finish up before moving back to Edmonton on October 27.

In late September, Doris Whitridge left for home on leave, and is now convalescing from an appendectomy. In her place Mrs. Donnie Hooper came to Waterways for the last month.

Due to the early freeze-up agent Jim Woolison will use Fort Smith as his home until the arrival of the first plane on skis.

Great improvements have been made at Gravel Point shipyard by J. A. Davis, who is frozen in, and will join the staff at Edmonton during the winter.

British Columbia District

J. Milne and S. G. L. Horner returned on July 26 from a trip to northern points, the former having completed the usual inspection work and the latter having established short-wave radio stations at McDames Creek, Laird, Fort Ware and McLeod's Lake, all of which were put on the air successfully.

J. M. S. MacLeod, post manager at Liard, reports that the new short-wave transmitter is operating very well, that he has made contact with practically every station in the area of Northern British Columbia and Alberta, and has even had "skeds" (schedule calls) with Maitland Point in the Western Arctic and with Cumberland House, Saskatchewan. Regular "skeds" are maintained with Telegraph Creek on Wednesdays and Thursdays, with Watson Lake daily at 5.45 p.m., and with McDames Creek on Mondays, Wednesdays and Fridays at 7 p.m. Other stations he can reach quite easily by calling.

R. H. Chesshire, J. Milne, J. A. Watson and B. Clark left by the Company's plane BMI on September 5 to inspect Northern British Columbia and Yukon posts, and returned to Edmonton on September 15.

Congratulations to T. A. Retallack, Old Fort Babine, who was married to Miss Athol C. Russell on July 29 at Smithers, B.C. We extend our best wishes for their happiness.

Felicitations to Mr. and Mrs. W. R. Henry, now at McDames Creek post, upon the birth of a son, William Patrick, on March 14 last.

The preliminary surveys for the projected B.C.-Alaska highway have been completed for the season, and the survey parties from both the Cassiar and Finlay river sectors are now "outside."

Papal Delegate Antoniuzo of Rome, accompanied by Bishop Bunoz and Father Auclair, visited several points in Northern British Columbia and the Yukon in July, travelling in the plane *Santa Maria* piloted by Louis Bisson.

Several tons of garden produce were shipped from the vicinity of Kitwanga on the Skeena river, despite frost in late August which made the growing season one of the shortest in several years. Fort Grahame in the Finlay river sector also reported early frost, but the post's garden yielded a generous supply of root vegetables. Tourists who visited Stewart River post in the Yukon during July expressed surprise at the size of blooms in the flower garden and at the rapidity of growth in the vegetable section; the latitude is approximately 63° North.

Good catches of trout and salmon rewarded fishers on the Babine river in August, and attracted Indians who repaired to the vicinity to put up salmon for their winter stores. Later, coyotes and foxes were seen moving toward the river and lake to feed on the thousands of dead fish lying on the shores around the spawning areas.

The salmon run was plentiful at Port Simpson, and Skeena river natives who made the annual trek to the coast to partake in the commercial catch were not disappointed.

The extension of the Government road north from Fort St. James has been completed to Manson Creek. Work was continued on the road under construction from Dease Lake to the gold mining area of Boulder Creek, where placer operations have shown favourable results. At Tacla also placer workings met with a fairly successful though short season, and hope of future hard rock mining runs high, several samples having been sent out for assay. McDames Creek reports activity in hard rock mining, with one mill in operation, and at Manson Creek some claims were staked and preliminary drilling was commenced.

Saskatchewan District

Winter set in early this year, and reports of crossing Little Playgreen lake on ice from Rossville to Norway House on October 14 were received.

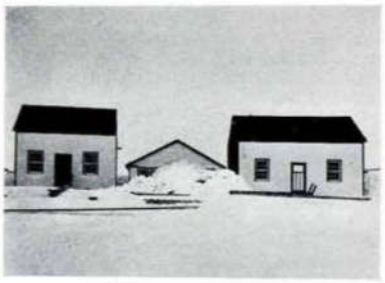
The Selkirk Navigation Company experienced considerable difficulty in delivering winter supplies for our posts at the north end of Lake Winnipeg, owing to the exceptionally early freeze-up. Practically all Norway House freight was delivered, but a load of supplies en route to Rossville had to be returned to Warrens Landing when ice cut through the bow of the barge, necessitating its being beached in shallow water. Some damage to freight by water resulted but this was not serious.

The Prince Albert–Lac la Ronge highway has now been completed as far as the north end of Montreal Lake, and there appears every possibility of its terminal being reached during 1940. The completion of this road will revolutionize transport work in this part of the country and we look forward to a general development of mining and other activities.

Norway House post successfully catered to the requirements of several parties of tourists during the summer, and arranged canoe trips from Norway House to Thicket Portage for Messrs. Proctor and Marquardt of Des Moines, Iowa, and for Dr. P. H. T. Thorlakson of Winnipeg, who was head of a party of six. Dr. Thorlakson's party eventually journeyed to Churchill and Flin Flon before returning to Winnipeg. A trip to Cross Lake, Oxford House and God's Lake was also arranged for Mr. Robert Evans of Winnipeg. All parties expressed appreciation of the services rendered and, in every case, stated that they had thoroughly enjoyed their trips.

The District Manager returned to Winnipeg on August 12 from an inspection trip embracing all the Manitoba posts at the north and on the east side of Lake Winnipeg, and also Deer Lake post, now situated at Big Sandy lake in Ontario.

Severing connections of over eighteen years in Saskatchewan District, R. B. Urquhart left Winnipeg on October 27 to take charge of Churchill post, Nelson River District. Mr. Urquhart served his apprenticeship under C. E. Belanger at Pine River post, and later was in charge of Ile a la Crosse, Green Lake and Cumberland House posts. During the past three years he has acted as accountant for the district in Winnipeg. We trust that Bob will be happy in his new surroundings

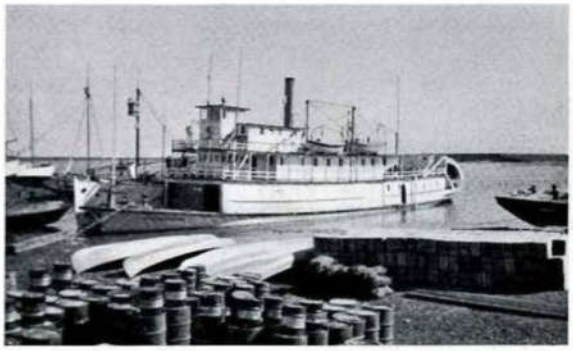


House moving at Baker Lake post. The house was cut in two, each section hauled by ninety dogs to the new site two miles away, and the two fitted together again.

The Most Rev. Derwyn T. Owen, Primate of all Canada, consecrated the new All Saints' Cathedral at Aklavik this summer. Right: Interior of the cathedral, where the Governor's personal banner will hang.

Premier T. D. Pattullo of B.C. with Mrs. Crossley in the garden at Fort Good Hope, just below the Arctic Circle.

Fort Simpson on the Mackenzie, where the Premier's party spent the night. Photo by Mr. Pattullo.



Hon. Mr. Pattullo with two natives at Aklavik. He flew there from Victoria, and back via Fort Yukon, Fairbanks, and Dawson.

First river steamer to reach Tuktuk on the Beaufort Sea, the "Mackenzie River" is shown at her berth there.

and we wish him and his family every success.

The telegraph line being constructed from Ile a la Crosse to Portage la Loche is well on the way to completion. Telephones are being installed at various points along the line and this virtually means that direct communication between Winnipeg and Portage la Loche will be established in the near future, as Ile a la Crosse can now be reached by telegraph.

We established meteorological and weather stations for the Department of Transport at Little Grand Rapids and Stanley posts. These stations are now in full operation and supplying very useful information to the meteorological division.

St. Lawrence District

As we write, air service to interior points in the district has just ended until after freeze-up. The summer season has been mainly uneventful, practically all flights having been completed in the usual way, without incident. On the north shore of the Gulf, however, much unfavourable weather was experienced throughout the season, resulting in one aeroplane being missing for several months. When finally located the machine was found intact, but the pilot and a wireless operator had died.

Another aeroplane en route from Moisie, near our Seven Islands post, to North West River post in Newfoundland Labrador, has been unreported for several weeks. It is hoped that the pilot and his two passengers, who have had considerable bush experience, will soon be reported well.

Moose hunters in various sections, such as Barriere, Senneterre. Oskelaneo, Pointe Bleue and Manowan report good success, the majority of the hunters, chiefly from the United States, having secured some fine trophies.

Blanc Sablon has had a successful cod fishery this season, our total collection being the largest for some time. The first consignment has been shipped by the S.S. *Fernfield* to Halifax and the remainder will be moved in early November.

Partridge has been reported quite plentiful in most localities and, as the season was opened by the provincial game authorities for one month, large numbers of hunters were out. Rabbits also show signs of coming back, which will be gratifying to the Indian population.

Many of our Indians had been advanced and had left for their winter lands before war broke out, but "moccasin telegraph" has no doubt, by this time, taken the news to them.

R. Jarnet, who was bookkeeper at Blanc Sablon during the past summer, is now at the International Grenfell Hospital at Harrington Harbour, undergoing a minor operation.

The Vicomte de Poncins, who spent the past seventeen months in the Western Arctic district, paid us a visit during the first week of November, when he related several interesting experiences encountered during his travels. He is returning to France, where he will rejoin the French army.

W. E. Morley, formerly of the London staff, who is now on duty aboard R.M.S. *Letitia*, was recently a visitor in Montreal and called at 100 McGill Street.

Those communities which depend on pulpwood operations for at least part of their income are benefiting from increased activity this season.

The new electric light project undertaken by the municipality of Senneterre appears to be making good progress. The Diesel engine and other machinery is now being installed and many buildings and dwelling houses are being wired in readiness for the time when the "juice" will be turned on.

A serious outbreak of measles occurred at Mistassinny and Chibougamau during the late summer among the Indians, necessitating the services of a doctor. Although prompt action was taken some of the younger children died from the disease.

On October 19 at 7 a.m. an earthquake was experienced in Montreal, lasting some seconds, being followed by an exceptionally long and loud thunder clap. Several posts also reported the earthquake, which shook buildings, but no damage was reported, except at Bersimis, where it was found the cement foundations had cracked. In some instances openings of one quarter inch were found. Blocks under the foundation logs of the old dwelling were shifted. The rumblings at this point lasted about a minute.

Among the staff who visited district office during their vacation were F. McLeod, who brought his family from Woswonaby to North Bay to spend the winter there for schooling purposes; A. B. Swaffield, who spent a few weeks with his parents in Montreal, also taking his daughters to Ste. Tite, P.Q., where they have entered the convent. H. A. Graham, Geo. Dunn, L. Turgeon, H. R. Cummings, H. R. Conn, Geo. S. Fowlie and H. B. Frankland were also visitors at the district office during the summer.

Brian Wilmot was a member of the scientific party on board the *Nouveau Quebec*, which sailed from Halifax on July 21. He acted as assistant to Professor Gardner of the University of Montreal during the long voyage, which ended at Moosonee on September 30. At sixteen years of age he has already accomplished the dream of many H B C men to sail through Hudson Strait into Hudson Bay and James Bay. Fog and stormy weather delayed the expedition during the summer, and at one stage the vessel was held up for eleven days off the Sleeper islands. The scientists, however, secured many specimens and collected a great deal of data concerning weather, water temperatures, rock formations, etc., as well as numerous photographs, coloured and otherwise.

Labrador District

We had the pleasure of a visit from the Fur Trade Commissioner, who arrived at St. John's early in September after inspecting Labrador posts.

Dr. Tanner, of Helsingfors University, Finland, spent a few days at district office on his return from Labrador, going through the back numbers of the *Beaver* magazine, seeking information for his book on Labrador which at present is in course of preparation.

From North West River we learn that W. E. Clyde Todd, J. K. Doutt and Mrs. Doutt, with guides Cecil Blake and John and Leslie Michelin, returned from a successful trip inland via the Grand or Hamilton river to the height of land. The party were collecting specimens of animals, birds, and plants for the Carnegie Museum, and also succeeded in obtaining some very good photographic records of the Grand Falls en route. Their farthest inland was Sandgirt lake, where they had a visit with Dr. Retty, geologist in charge of operations of the Labrador Mining and Exploration Company in that vicinity.

On the return trip, Mr. Todd visited the remains of the Company's Fort Winnikapau on Lake Winnikapau, Grand river, where he discovered a brick of which the fort or perhaps the chimney was built. Mr. Todd is very interested to know how the brick came there. Was it canoed and portaged there, or were bricks manufactured on the spot by servants at the post?

The post was also visited by Dr. Blair, of the Natural Resources Department. Dr. Blair was there to examine the rivers in connection with the salmon run, and to make observations in that work, with the intention eventually of augmenting the breeding stock.

Other visitors to North West River lately were Mrs. Keddie of the industrial department, Grenfell Mission, Max Budgell, manager of Voisey's Bay post, and Dr. Arkle of Glasgow, Scotland, who is on the coast this summer doing the dental work of the Grenfell Association.

Rev. F. E. Birtill, the London superintendent of Labrador Moravian missions, visited Makkovik, Hopedale, Nain, Nutak and Hebron this summer. A conference was held at Nain, local headquarters of the mission, which was attended by the various missionaries. Mr. Birtill paid us a visit at district office upon his return to St. John's in October enroute to England. We wish him a pleasant and safe passage home.

Rev. F. A. W. Peacock, late of Makkovik station, also recently returned to England for furlough, which will be made all the more happy by his forthcoming marriage. He was succeeded by Rev. G. Sach, whom we welcome back to the coast.

The marriage of R. I. Mercer, post manager of Frenchman's Island, to Miss Jessie Clark took place recently. We extend heartiest congratulations and best wishes to the happy couple.

The District Manager's son Gerald, who spent the summer at Cartwright, met with a rather serious accident to his left hand just before going home, which was caused by the bursting of an old flint-lock gun. He received treatment at the Grenfell hospital, where everything possible was done by Dr. Forsyth and Nurse Barnard to avoid amputation. Thanks to their skill and care, he is now making rapid recovery at his home at St. John's.

Rev. Father E. J. O'Brien, missionary to the Indians of Labrador, was welcomed at North West River and Davis Inlet on his annual visit this year by probably the largest number of Indians ever to have come out to the coast for religious purposes. The padre's deep and sympathetic interest in their welfare has done much to relieve distress and brighten their existence.

The District Manager returned to St. John's late in September, having been absent from district office since May on an inspection tour of Labrador and Ungava Bay posts.

A. F. Wilson, purser of the *Nascopie*, returned to Newfoundland in early October.

W. J. Cobb, manager of Cartwright post, and Rev. C. T. D. Sparshott, missionary at that place, were visitors during September.

STAFF CHANGES

ST. LAWRENCE DISTRICT

Name	From	To
F. D. Bradford	Winnipeg Training School	Apprentice, Blanc Sablon
L. R. Pattee	Winnipeg Training School	Apprentice, Mistassinny
R. Jarnet	Clerk, Seven Islands	Clerk, Blanc Sablon
A. Mercer	Manager, St. Augustine	Retired
G. M. Russell	Apprentice, Blanc Sablon	Apprentice, Romaine
T. D. Lindley	Furlough	Manager, Senneterre
L. Bradbury	Clerk, Blanc Sablon	Clerk, Obijuan
P. M. Wright	Apprentice, Bersimis	Apprentice, Woswonaby
D. E. Cooter	Temp. Assist., Pointe Bleue	Assistant, Chibougamau
G. S. Fowlie	Manager, Pointe Bleue	Manager, Seven Islands
H. B. Frankland	Manager, Seven Islands	Manager, Pointe Bleue
G. Dunn	Mgr., Nitchequon Outpost	Manager, Mistassinny
W. E. C. Tutching	Temp. Assist., Chibougamau	Royal Can. Signal Corps
J. Stevenson	Furlough	Mgr., Nitchequon Outpost

JAMES BAY DISTRICT

L. A. Martin	Clerk, Dinorwic	Assistant, Lansdowne House
R. Cruickshank	Manager, Belcher	Manager, Sugluk West
T. C. Carmichael	Furlough	Manager, Great Whale River
F. K. Griffin	Furlough	Manager, Weenusk
R. B. Carson	Manager, Weenusk	Manager, English River
J. Beriziuk	Apprentice, Weenusk	Apprentice, Belcher
E. H. Riddell	Ungava District	Manager, Belcher
J. B. Tyrer	Apprentice, Belcher	In charge, Nemaska
R. C. Ross	Apprentice, Attawapiskat	Mgr., Lake River Outpost
J. A. Rodgers	Mgr., Lake River Outpost	Furlough
A. Thorgilson	Winnipeg Training School	Apprentice, Attawapiskat
A. J. Cargill	St. Lawrence District	Assistant, Rupert's House
D. G. Boyd	Manager, Nemaska	Manager, Eastmain
W. B. Anderson	Manager, Eastmain	Furlough
K. M. Retallack	Apprentice, Eastmain	Mgr., Kanaaupscow Outpost
P. J. Soper	Mgr., Kanaaupscow Outpost	Furlough
J. Maguire	Winnipeg Training School	Apprentice, Fort George
N. Ross	Manager, Great Whale River	Furlough
J. B. Lusk	Winnipeg Training School	Appren., Great Whale River
R. H. Cook	Furlough	Manager, Gogama
W. T. Watt	Furlough	Manager, Moose Factory
W. R. Cargill	Manager, Moose Factory	Resigned
A. L. Howarth	Assistant, Temagami	Assistant, Dinorwic

NELSON RIVER DISTRICT

W. C. Brownie	Furlough	Manager, Eskimo Point
A. J. Trafford	Sick Leave	Manager, Nueltin Lake
N. Gaudin	Manager, Sand Lake	Manager, Nelson House
M. Dean	Winnipeg Training School	Apprentice, Trout Lake
W. J. Mason	Manager, Assabanaka	Manager, Sand Lake
G. Gardner	Apprentice, Pukatawagan	Apprentice, Nelson House
M. T. Allen	Apprentice, York Factory	Apprentice, Churchill
D. Drysdale	Apprentice, Tavane	Manager, Padley
S. H. Watson	Apprentice, Churchill	Apprentice, Padley
W. A. Heslop	Manager, Eskimo Point	Furlough
R. B. Urquhart	Saskatchewan D.O.	Manager, Churchill
R. J. Wickware	Trout Lake	Chesterfield Inlet
J. Dixon	Appren., Chesterfield Inlet	Baker Lake
J. M. Stanners	Ungava District	Igloolik
W. A. Smith	Churchill	Furlough
Lloyd Colborne	Apprentice, Padley	Winnipeg Training School

LABRADOR DISTRICT

H. M. Budgell	Mgr., Voisey's Bay Outpost	Furlough
W. R. Butt	Furlough	Manager, Davis Inlet
R. A. Duncan	Winnipeg Training School	Apprentice, Nain
C. W. Cave	Manager, Hopedale	Manager, Hebron
S. Dawe	Manager, Hebron	Mgr., Frenchman's Island
H. O. Boone	Apprentice, Cartwright	Winnipeg Training School

WESTERN ARCTIC DISTRICT

W. P. Johnston	Manager, Aklavik	Furlough
C. Reiach	Manager, Tuktuk	Manager, Aklavik
J. E. Sidgwick	Furlough	Manager, Tuktuk
W. Gibson	Mgr., King William Land	Manager, Fort Ross
A. G. Figgures	Apprentice, Tuktuk	Manager, Maitland Point
W. F. Joss	Manager, Coppermine	Manager, Bathurst Inlet
R. Jardine	Manager, Bathurst Inlet	Furlough
D. G. Sturrock	Appren., Bathurst Inlet	Furlough
A. Gavin	Manager, Perry River	Sick Leave
R. R. McIsaac	Furlough	Manager, Perry River
F. B. Milne	Manager, Cambridge Bay	Furlough
F. R. Ross	Manager, Reid Island	Manager, Coppermine
E. Donovan	Apprentice, Cambridge Bay	In Charge, King William Land
H. W. Hooper	Apprentice, Aklavik	Apprentice, Maitland Point
J. J. Wood	Apprentice, Aklavik	Furlough
C. V. Rowan	Manager, Baillie Island	Retired from Service
R. H. Kilgour	Manager, Fort Collinson	Manager, Holman Post
O. Hanson	Apprentice, Fort Collinson	Retired from Service
W. Smith	Apprentice, Fort Norman	Apprentice, Holman Post
H. W. Chitty		Manager, Reid Island
R. Jardine	Manager, Coppermine	Furlough
E. J. Gall	M.R.T.	Manager, Cambridge Bay

MACKENZIE-ATHABASCA DISTRICT

Name	From	To
J. R. McMurchy	Manager, Fort Fitzgerald	Manager, Kitwanga
E. J. Gall	Manager, Rocher River	Manager, Cambridge Bay
E. Dibnah	Winnipeg Training School	Apprentice, Fort Nelson
D. Moir	Winnipeg Training School	Appren., Fort Fitzgerald
A. A. Holliday	Furlough	Manager, Fort Simpson
J. W. Nichols	Western Aretic District	Manager, Fort Fitzgerald
J. G. Boyd	James Bay District	Manager, Fort McMurray
J. C. G. Lineham	Appren., Fort McPherson	Apprentice, Fort Simpson
G. C. M. Collins	Manager, Fort Simpson	Sick Leave
J. M. Maguire	Apprentice, Fort Nelson	Apprentice, Fort Norman
H. C. Borbridge	Manager, Keg River	Manager, Fort Ware
P. P. Forman	Manager, Whitefish Lake	Manager, Tacla
J. W. Law	Manager, Sturgeon Lake	Manager, Whitefish Lake
T. G. McMillan	Assistant, Cold Lake	Manager, Sturgeon Lake
S. A. Stephen	Manager, Upper Hay River	Manager, Fort Vermilion
F. Clarke	Manager, Keg River	Manager, Hay Lakes
R. H. Hancock	Apprentice, Fort St. John	Apprentice, Cold Lake
H. M. Park	Manager, Rocher River	Assistant, McKenzie Island
R. W. Peel	Appren., Nelson R. Dist.	Appren., Portage la Loche
A. Reid	Manager, Yellowknife	Furlough
T. W. Fraser	Clerk, Fort Smith	Furlough
J. T. Rayside	Appren., Fort Resolution	Joined H.M. Can. Forces
R. Dodman	Manager, Fort Rae	Furlough
I. R. Eklund	Clerk, Fort Simpson	Furlough
F. Reid	Manager, Fort Vermilion	Furlough
W. Macfarlane	Furlough	Manager, Fort Chipewyan
S. F. Dean	Furlough	Manager, Black Bay Outpost
J. Smith	Furlough	Manager, Whitefish Lake
W. A. Wraight	Leave of Absence	Manager, Rocher River
C. D. Stevens	Furlough	Manager, Keg River
J. T. Buchan	British Columbia District	Manager, Upper Hay River
A. Stewart	Furlough	Manager, Fort Wrigley
R. Middleton	Manager, Fort Chipewyan	Manager, Fort Rae

SASKATCHEWAN DISTRICT

J. G. Cruden	Apprentice, Norway House	Apprentice, Lac du Brochet
D. C. Thacker	Appren., Pelican Narrows	Apprentice, Beren's River
W. M. Garnett	Apprentice, Montreal Lake	Apprentice, Norway House
W. A. Buhr	Apprentice, Beren's River	Apprentice, Lake Harbour
B. M. May	Apprentice, Clear Lake	Apprentice, Povungnetuk
R. K. Finch	Winnipeg Training School	Appren., Little Grand Rapids
W. A. Finch	Winnipeg Training School	Apprentice, Stanley
G. R. Roberts	Apprentice, Montreal Lake	Resigned
W. Mitchell	Manager, Lac la Ronge	Mgr., Little Grand Rapids
J. Stewart	Mgr., Little Grand Rapids	Manager, Ile a la Crosse
C. McArthur	Mgr., Wollaston Lake Outpost	Manager, Souris River
J. A. Burgesse	Relief Mgr., Green Lake	Furlough
D. Paterson	Winnipeg Fur Trade Depot	Manager, Fort Alexander
J. E. Walker	Apprentice, Stanley	Appren., Pelican Narrows
W. Davidson	Relief Mgr., God's Lake	Mgr., Wollaston L. Outpost
D. R. Sheffield	Furlough	Mgr., Misty Lake Outpost
A. M. Chalmers	Manager, Fort Alexander	Manager, Cross Lake
J. L. Charlton	James Bay District	Manager, God's Lake
F. J. Adams	Appren., Cumberland House	Apprentice, Gogama
F. Schweder	Nelson River District	Assistant, Deer Lake
B. Merrill	James Bay District	Apprentice, Montreal Lake
J. Denton	Manager, Cross Lake	Furlough

BRITISH COLUMBIA DISTRICT

R. Walker	Manager, Kitwanga	Manager, Hazelton
J. H. Berg	Apprentice, Kitwanga	Appren., Telegraph Creek
W. H. Houston	Assistant, White Horse	Manager, Stewart River
W. R. Henry	Manager, McLeod's Lake	Manager, McDames Creek
W. Glennie	Manager, McDames Creek	Manager, McLeod's Lake
C. S. Grant	Winnipeg Training School	Apprentice, Fort St. James
T. A. Retallack	Furlough	Manager, Old Fort
D. Forsyth	James Bay District	Manager, Manson Creek
J. E. Holden	Manager, Tacla	Manager, Little Red River
J. M. S. MacLeod	Act. Mgr., Souris River	Manager, Liard
R. S. Cunningham	Act. Mgr., McDames Creek	Assistant, Liard
G. P. Simpson	Apprentice, Minaki	Apprentice, Port Simpson
D. H. C. Bullock	Apprentice, Minaki	Apprentice, Kitwanga

UNGAVA DISTRICT

J. A. Thom	Furlough	Manager, Wolstenholme
P. A. C. Nichols	Furlough	Manager, Frobisher Bay
H. B. Figgures	Apprentice, Lake Harbour	Apprentice, Cape Dorset
A. T. Swaffield	Manager, Wolstenholme	Sick Leave
J. G. Cormack	Manager, Frobisher Bay	Furlough
F. R. Hynes	Manager, Whale River	Furlough
E. H. Riddell	Manager, Port Burwell	Manager, Belcher
J. M. Stanners	Mgr., Payne River Outpost	Manager, Igloolik
A. Stevenson	Apprentice, Port Burwell	Apprentice, Arctic Bay
A. Broomfield	Interpreter, Cape Smith	Interpreter, Port Harrison
N. M. Roberts	Apprentice, Povungnetuk	Apprentice, Port Harrison
L. A. Learmonth	Manager, Fort Ross	Resigned

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